

Settlement Capacity Audit

Iniúchadh ar Acmhainn Lonnaíochta

Maynooth (County Kildare)

Mhaigh Nuad (Contae Chill Dara)

and

Maynooth Environs (County Meath)

Purláin Mhaigh Nuad (Contae na Mí)

A supporting document of the
Maynooth and Environs Joint Local Area Plan 2025 -
2031

June 2024



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1. Introduction

1.1 National Context

Appendix 3 of Project Ireland 2040 National Planning Framework refers to a Methodology for a Tiered Approach to Land Zoning. It requires a two-tier approach to land zoning whereby residential lands are identified as part of the plan making process as 'Tier 1: Serviced Zoned Land' or 'Tier 2: Serviceable Zoned land'. It states that further guidance will be provided in updated Statutory Guidelines that will be issued under s.28 of the Planning and Development Act 2000 (as amended).

The subsequent Development Plan Guidelines for Planning Authorities (2022) require a Settlement Capacity Audit (SCA) to be carried out for development plans to distinguish between lands that are Tier 1 and Tier 2. The Guidelines indicate that an infrastructural assessment of lands within or adjacent to settlements should at the most basic level include road access, footpath access, cycle access, foul sewerage drainage, water supply and surface water drainage. The Guidelines require the SCA to comprise of a table and maps illustrating identified Tier 1 and Tier 2 lands and potential housing estimates, however they do not include a standard methodology to be employed by all planning authorities.

It is important to note that in the absence of a national or standardised methodology for the preparation of Settlement Capacity Audits each Local Authority may employ a bespoke and localised approach to the preparation of SCAs to inform plans within their respective functional areas.

The Settlement Capacity Audit for the Joint Plan area is presented as follows:

- Kildare County Council and Meath County Council utilise the same methodology, as set out in Section 3 of this report.
- Kildare County Council assessed and scored sites located in County Kildare, as set out in Section 4.1 of this report.
- Meath County Council assessed and scored sites located in County Meath, as set out in Section 4.2 of this report.

1.2 Tiered Approach to Zoning

The Settlement Capacity Audit (SCA) report supports the preparation of the Maynooth and Environs Joint Local Area Plan 2025 – 2031, hereafter referred to as the 'Joint Plan' or 'the Plan'. The Audit is intended to assist the delivery of infrastructure and the identification of the most appropriate land use zonings for Maynooth (County Kildare) required during the lifetime of the Plan.

A tiered approach to residential land zoning is a requirement of the National Planning Framework (NPF)¹, which sets out an approach for zoning lands as follows:

¹ National Planning Framework, Appendix 3 (DoHPLG, 2018)

Tier 1:	Serviced Zoned Land, comprising lands that can connect to existing development services for which there is service capacity available and can therefore accommodate new development; and
Tier 2:	Serviceable Zoned Land, comprising lands that are not currently sufficiently serviced to support new development but have the potential to become fully serviced within the life of the plan.

The NPF requires that where lands are identified as Tier 2 lands, the potential for delivery of the required services and/or capacity to support new development must be identified and specific details provided by way of a 'written infrastructural assessment' to be carried out by the planning authority at the time of publication of the draft and final local area plan. The NPF further states that this infrastructural assessment must be aligned with the approved infrastructural investment programme(s) of the relevant delivery agency (or agencies) or be based on a written commitment by the relevant delivery agency to provide the identified infrastructure within a specified timescale (i.e., within the lifetime of the Plan). Planning authorities may also commit to the delivery of the required and identified infrastructure in its infrastructural investment programme (i.e., Budgeted Capital Programme) to support certain lands for zoning. The infrastructural assessment must include a reasonable estimate of the full delivery cost of the required infrastructure to the identified zoned lands.

Development Plans: Guidelines for Planning Authorities (DoHLGH, 2022) has elaborated on the infrastructural assessment requirement of the NPF and titled this evidence-based exercise as a 'Settlement Capacity Audit'. The Guidelines state that at the most basic site level, the infrastructure categories to be included are road access, footpath access, cycle access, foul sewerage drainage, water supply and drainage/SuDS/flooding.

1.3 Purpose of the Audit

Having regard to the requirements outlined in Section 1 (above) the purpose of the Audit is to:

- Identify serviced/serviceable sites for residential and employment potential.
- Assess the infrastructure requirements to service each site.
- Assess the suitability of a site for future development based on the National Planning Framework (NPF) principle of compact growth, the potential impact on biodiversity and built heritage, which may impact the potential delivery of development on a site.
- Weight the planning and serviceability / infrastructural provision for each site to enable a Tier to be assigned, as may be applicable; and

- Where sites are identified as Tier 1 (serviced lands) or Tier 2 (serviceable lands), the assessment will identify the likely development services² required to support new development and where possible provide an indicative timeframe for delivery i.e., short to medium term or longer term.

It is important to note from the outset, in terms of a reasonable estimate of costs, that Uisce Éireann, has indicated that it does not have the resources or capacity to carry out such an exercise and therefore no costings have been provided in terms of water services. Furthermore, in the absence of knowing the full extent of the works no cost estimation has been provided in respect of the category that examines Drainage/SuDS/Flooding. However, a ranking of costs is provided in respect of aspects of the Movement and Transportation and the Parks and Recreation criteria.

² The National Planning Framework (DoHPLG, 2018) refers to 'development services' as 'road and footpath access including public lighting, foul sewer drainage, drainage/SuDS/flooding and water supply' (p. 175).

2. Planning Overview

There have been a number of significant policy changes at a national level in recent years which have greatly affected the decision making process surrounding land use zoning designations. These changes seek to integrate a more robust and evidence-based approach to zoning. Of particular relevance are the provisions of the National Planning Framework (NPF) which were discussed in Section 1 of this report. Furthermore, the following National Policy Objectives of the NPF are also highly relevant:

National Policy Objective 72a: Planning authorities will be required to apply a standardised, tiered approach to differentiate between i) zoned land that is serviced and ii) zoned land that is serviceable within the life of the plan.

National Policy Objective 72b: When considering zoning lands for development purposes that require investment in service infrastructure, planning authorities will make a reasonable estimate of the full cost of delivery of the specified services and prepare a report, detailing the estimated cost at draft and final plan stages.

National Policy Objective 72c: When considering zoning land for development purposes that cannot be serviced within the life of the relevant plan, such lands should not be zoned for development.

The NPF also emphasises the need for compact, sustainable growth and requires 30% of all new housing to be within existing urban footprints (outside of the five cities), thus reducing the amount of greenfield land required to meet future housing requirements.

Moreover, the NPF specifically discusses the prioritising of development lands and states that *'there are many other planning considerations relevant to land zoning beyond the provision of basic enabling infrastructure including overall planned levels of growth, location, suitability for the type of development envisaged, availability of and proximity to amenities, schools, shops or employment, accessibility to transport services. Weighing up all of these factors, together with the availability of infrastructure, will assist planning authorities in determining an order of priority to deliver planned growth and development'*³ (emphasis added).

In addition to the NPF, Ministerial Guidelines relating to Sustainable and Compact Settlements, Development Plans, Urban Development and Building Heights, and Water Services, all highlight the importance of optimising the yield from existing investment in services and creating more compact and integrated communities.

As part of the Regional Spatial and Economic Strategy (RSES) for the Eastern Midland Regional Assembly 2019–2031 a Dublin Metropolitan Area Strategic Plan (MASP) was prepared which identified Strategic Development Areas and Corridors for areas such as Maynooth (Chapter 5, RSES). RSES has identified significant residential capacity on the

³ National Planning Framework (DoHPLG, 2018), p. 137

Railpark lands, at Greenfield, and to the north, west and southwest of Maynooth near the University. Furthermore, concerning economic development / employment opportunities within Maynooth (County Kildare), the RSES identified an area to the west of Maynooth University for a new Research and Technology Park. Lands at Moygaddy (County Meath) are also identified in the RSES for Science and Technology based employment.

3. Methodology

A comprehensive audit of sites with potential for development is a prerequisite to inform the drafting of the Development Strategy for the Draft Maynooth and Environs Joint Local Area Plan 2025-2031. In the interest of best practice, it is considered appropriate that in addition to residential lands, potential employment lands are also assessed to ensure that areas suitable for such development are zoned with appropriate infrastructure.

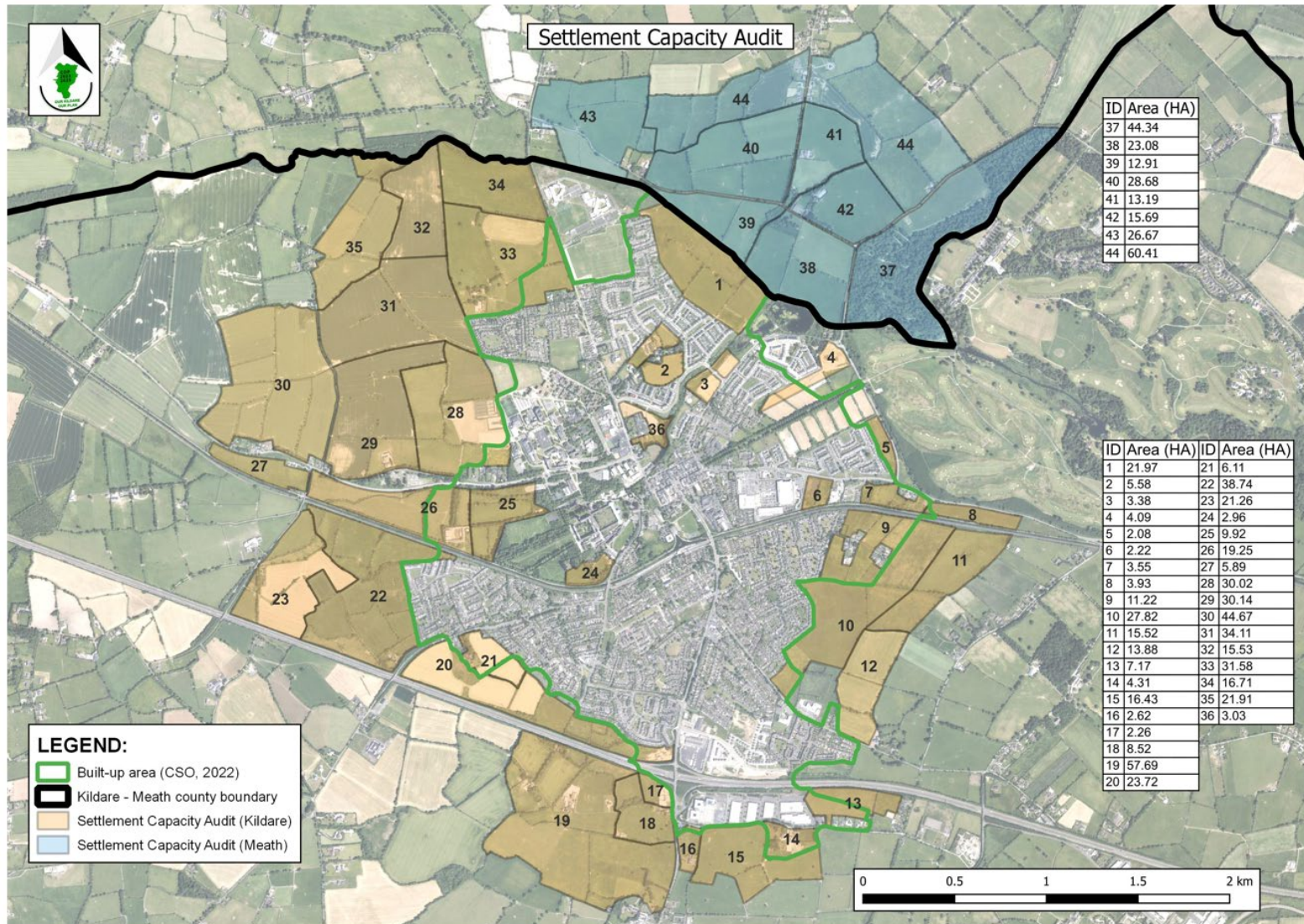
A large number of potential sites in Maynooth and Environs were identified and assessed as part of the Audit. These ranged from areas adjacent to the town centre to lands identified strategic residential and employment opportunities in the Regional Spatial and Economic Strategy. The sites were brought forward on the basis of them being subject to submissions at the pre-draft public consultation stage, or where it was considered by the local authority that they may be sequentially appropriate vis-à-vis their location within the town or their proximity to other identified sites. The sites were examined in terms of their suitability for zoning across a range of criteria (Section 4 refers). It is important to note that sites in Maynooth Town Centre, within the historic core of the settlement, are deemed to be already serviced and therefore considered as Tier 1 lands. Any such sites which have the potential for the identification of residential yield will be identified in the Joint Plan.

A two-stage process has been applied to the Audit. The first stage is comprised of in-depth questionnaires based on both sustainable planning criteria and an infrastructural assessment of each site. Section 4 of this report details the criteria used in the assessment of each site and Section 5 discusses the infrastructural findings from the questionnaires. The second part of the Audit comprises a planning and infrastructural serviceability matrix which has been devised for the purposes of identifying and allocating lands as Tier 1 or Tier 2 (or otherwise, if necessary). Lands that would not be serviced during the lifetime of the Joint Plan or did not score sufficiently against the pre-determined criteria were also identified.

It is important to note that the quantum of potential residential and employment lands audited were in excess of the land required for the lifetime of the Plan and the results will therefore be used to determine the land use zoning decisions following the housing unit target (for residential lands) and job ratio and quantum of land needed (for employment lands) in Maynooth and Environs. In this regard, the overall allocation for population and housing growth is explained in Section 3.2 of the Draft Joint Plan. The jobs target for the Plan area is outlined in Section 6.3.1 of the Draft Plan and the quantum of employment land required is detailed in the Enterprise and Employment Zoning Methodology (Appendix B of the Draft Joint Plan). The categorisation of sites is set out in Section 6 of this report.

The Settlement Capacity Audit sites for County Kildare and County Meath are illustrated in **Figure 3.1** overleaf.

Figure 3.1 Settlement Capacity Audit Sites, County Kildare and County Meath



For the purposes of this SCA, 36 no. sites (Table 3.1, refers) were assessed within Maynooth (County Kildare) and 8 no. sites (Table 3.2, refers) were assessed within Maynooth Environs (County Meath).

Table 3.1: Sites Assessed for Potential Residential and Employment Uses, County Kildare

Sites Considered for Residential Development	Sites Considered for Economic Development
Site 1	Site 6
Site 2	Site 13
Site 3	Site 14
Site 4	Site 15
Site 5	Site 16
Site 6	Site 17
Site 7	Site 18
Site 8	Site 19
Site 9	Site 20
Site 10	Site 21
Site 11	Site 22
Site 12	Site 23
Site 20	Site 27
Site 21	Site 28
Site 22	Site 29
Site 23	Site 30
Site 24	Site 31
Site 25	Site 32
Site 26	Site 35
Site 27	
Site 28	
Site 29	
Site 30	
Site 31	
Site 32	
Site 33	
Site 34	
Site 36	
Total Hectares: 448.88	Total Hectares: 371.32 ha

Table 3.2 Sites Assessed for Potential Residential and Employment Uses, County Meath

Sites Considered for Residential Development	Sites Considered for Economic Development
Site 38	Site 37
Site 39	Site 40
Site 40	Site 41
Site 43	Site 42
Site 44	Site 43
	Site 44
Total Hectares: 149.83	Total Hectares: 177.79 ha

Figure 3.3 and Figure 3.4 illustrate which sites were examined for Residential or Employment land use purposes (i.e., economic development) in County Kildare, with many sites being considered for both.

Figure 3.5 and Figure 3.6 illustrate which sites were examined for Residential or Employment land use purposes (i.e. economic development) in County Meath, with some sites being considered for both.

Figure 3.2 Identified Potential Residential Sites, County Kildare

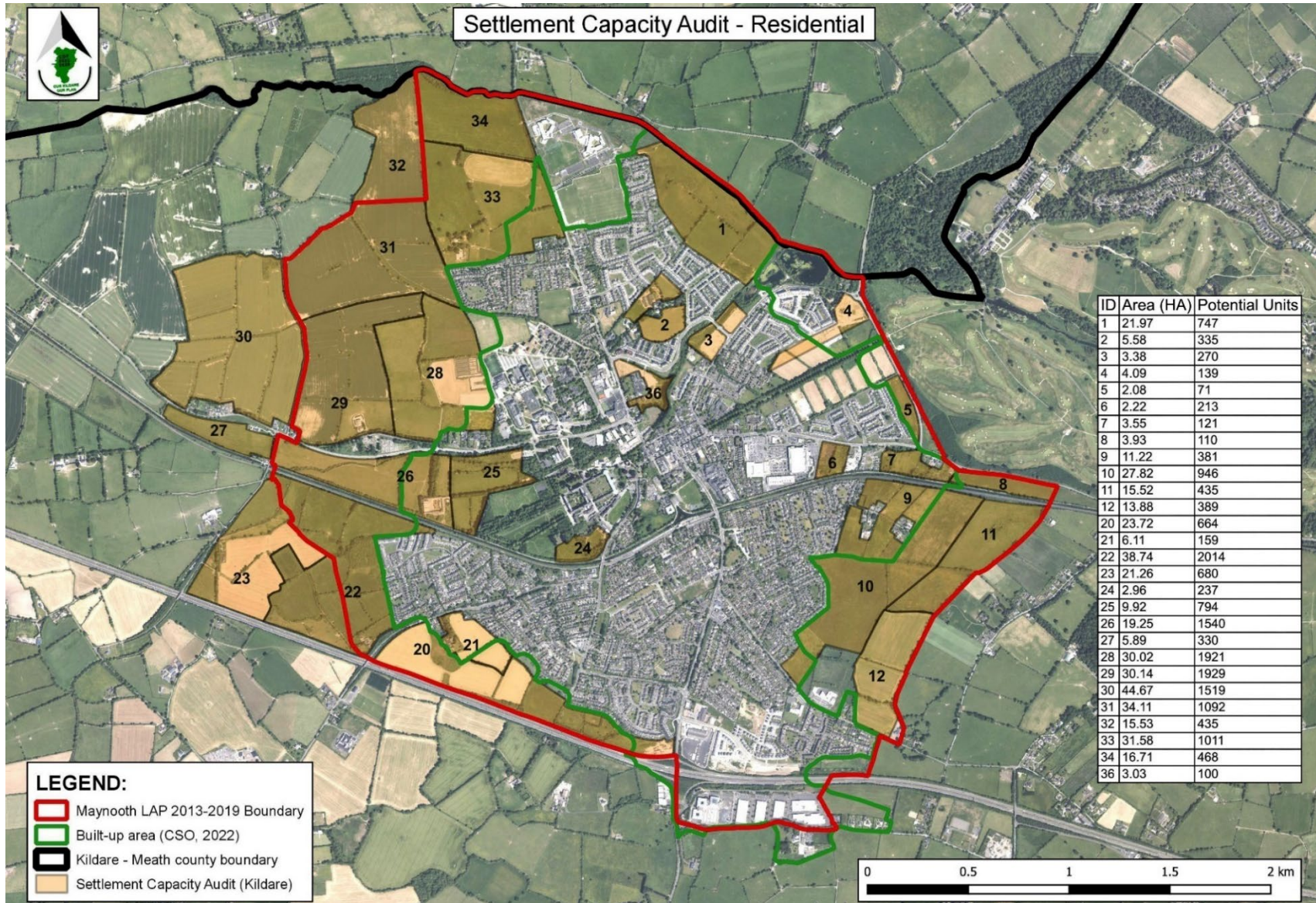


Figure 3.3 Identified Potential Employment Sites, County Kildare

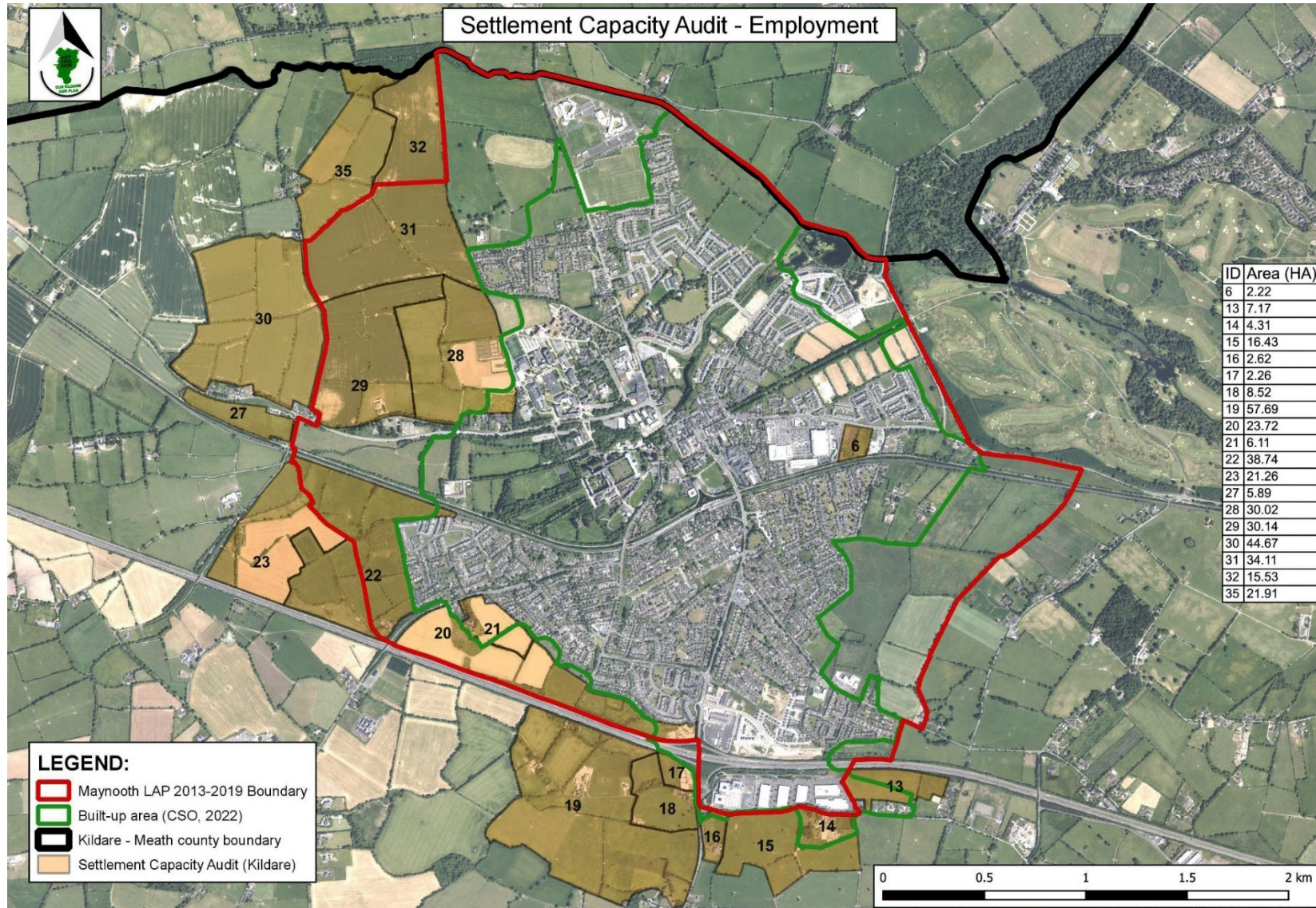


Figure 3.4 Identified Potential Residential Sites, County Meath

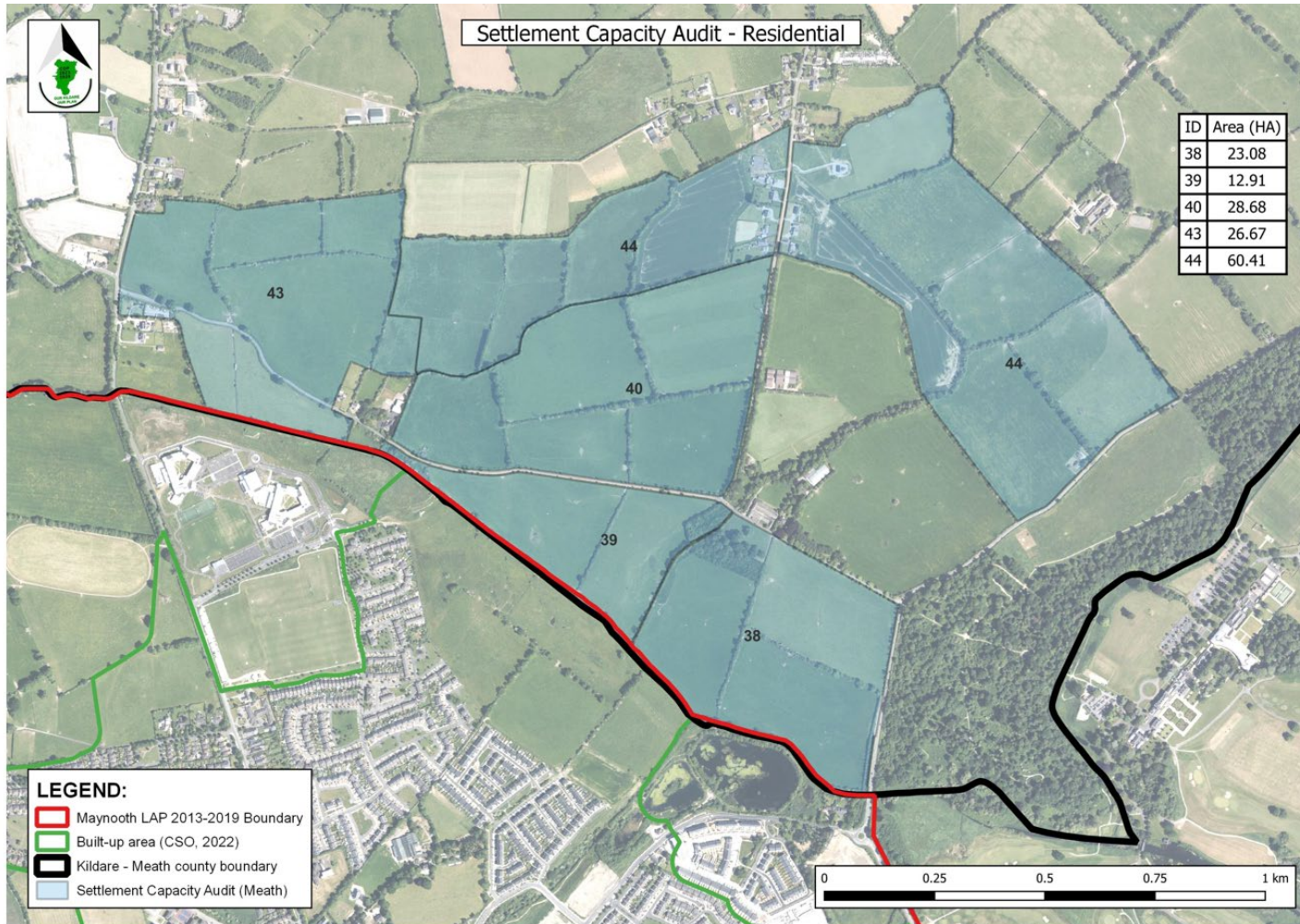
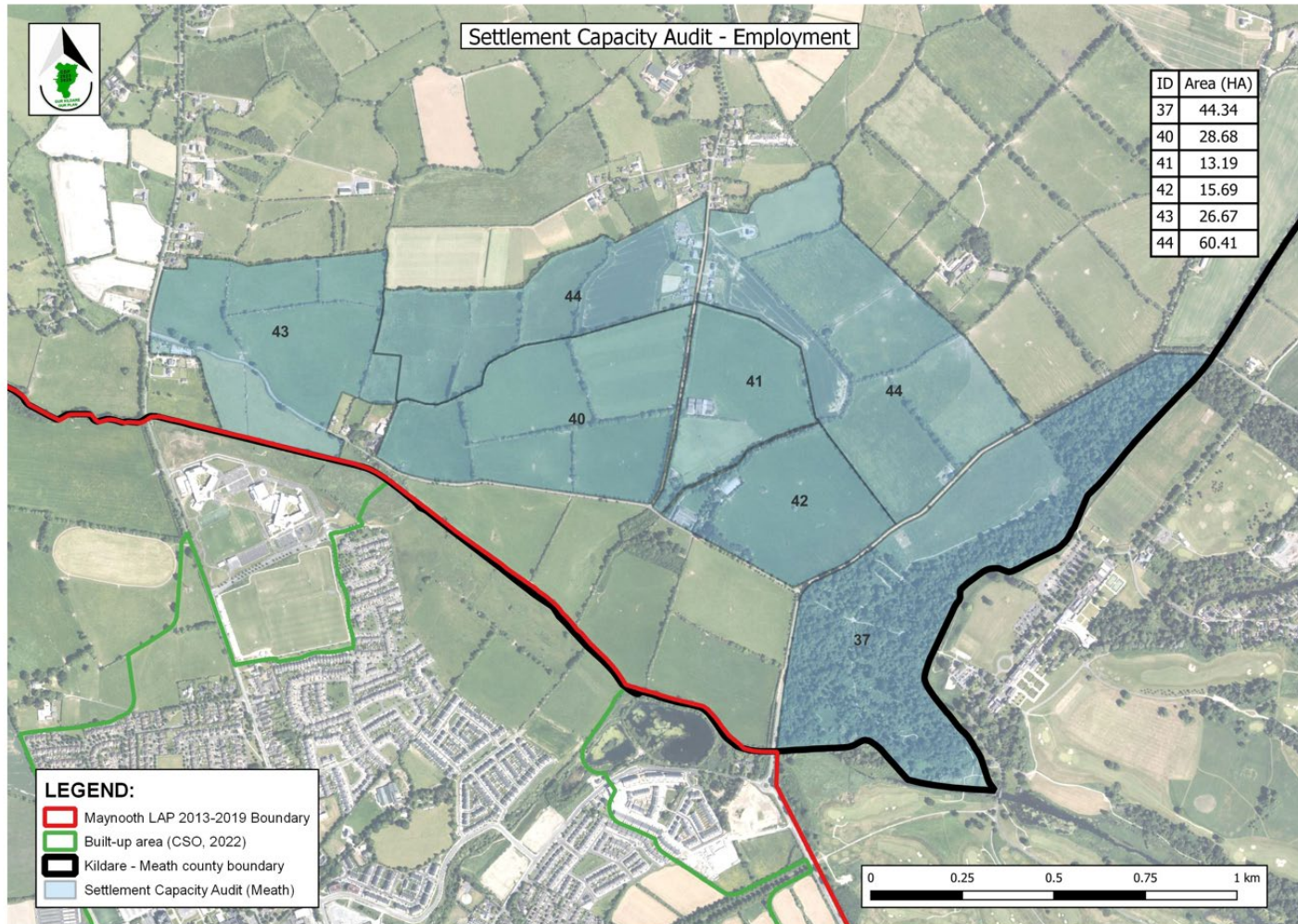


Figure 3.5 Identified Potential Employment, County Meath.



4. Criteria and Assessment Scoring

The Development Plan Guidelines (2022) state that at a basic level the Settlement Capacity Audit should look at infrastructure such as road access, footpath access, cycle access, foul sewerage, drainage, water supply and surface water. The Guidelines also refer to justifying targeted growth proximate to high-quality public transport corridors, and the availability of social and community infrastructure. In this regard, the Audit as devised, is based on a range of planning and infrastructural criteria.

A specific set of sustainable Planning Criteria has been developed having regard to the National Planning Framework (NPF) objective for compact growth and the strategic development areas identified for Maynooth in the Metropolitan Area Strategic Plan (Chapter 5, RSES). The Planning Criteria also examined each site's capacity for development having regard to the presence of existing biodiversity and built heritage.

In respect of infrastructure provision, to inform the Settlement Capacity Audit, questionnaires were developed to gather pertinent information on serviceability to gain an understanding of underlying conditions and provide insights into infrastructural issues relevant to the respective areas of responsibility. Uisce Éireann were consulted along with the relevant internal departments of Kildare County Council. Information was sought on constraints to development and specific delivery infrastructure required to service the lands. It is important to note, that while a particular site may be fully serviceable at a basic site infrastructure level it may present poorly against the established Planning Criteria. The infrastructural needs identified in the Audit for Maynooth and Environs will inform the Implementation and Delivery Schedule in the Joint Local Area Plan.

The Assessment Criteria used to assess a site's overall suitability for zoning within the Joint Plan area is set out in **Table 4.1** (see overleaf).

The sites located within County Kildare were assessed and scored by Kildare County Council, and this is set out in Section 4.1 this report. The sites located within County Meath were assessed and scored by Meath County Council, and this is set out in Section 4.2 of this report.

Table 4.1: Matrix Assessment Criteria

Matrix Assessment Criteria	
Planning Criteria	Weight
A) Compact Growth and RSES / MASP Policy	300
B) Built Heritage	50
C) Biodiversity	50
Infrastructure Criteria	
A) Social Infrastructure The examination of social infrastructure was informed by the Social Infrastructure Audit (SIA) carried out to support the Joint Plan making process and involved assessing the proximity of lands to existing service infrastructure such as primary and post-primary schools ⁵ , health care facilities, town centre/neighbourhood services and Maynooth University.	100
B) Parks and Recreation This criterion examined sites concerning their proximity to an existing or proposed public park/recreation facility, whether the development of lands could potentially impact open space provision, the feasibility of delivering parks proximate to the subject lands and ranking of costs for the extent of connectivity works required to access such facilities.	100
C) Movement and Transportation This criterion examines the site's accessibility to the existing road network, and the level of existing infrastructure, (i.e., footpaths, cycle lanes, public lighting). It examines the site against the Maynooth and Environs Area-Based Transport Assessment (MEABTA), particularly the Sustainable Travel Zone Scoring contained therein. The questions also relate to the constraints envisaged, any existing plans in place or committed funding for upgrade works, estimated costs (where known) of such works and whether such works align to an approved infrastructural investment programme.	100
D) Water Supply This criterion examined the site's proximity to existing public water mains. Network infrastructural issues were examined alongside planned/proposed works, the cost and the level of upgrades required.	100
E) Wastewater The site's proximity and potential accessibility to the existing public wastewater network were examined. Along with network infrastructural issues, and the level and cost of upgrades required.	100

⁴ In respect of employment lands, the scoring is out of a total of 800 marks as the sites were not assessed against the Social Infrastructure or the Parks and Recreation Criteria.

⁵ It is important to note that there are single-sex schools in Maynooth, and marks were awarded given the proximity of a site to any primary or post-primary school irrespective of the gender of a potential child. Similarly, sites proximate to Gaelcholáiste Mhaigh Nuad were awarded marks irrespective of whether this would be a realistic option for residents of any potential housing development on a particular site.

<p>F) Drainage/SuDS/Flooding</p> <p>This criterion examined whether there was a dedicated surface water outfall to serve the site, along with whether there were drainage or flooding issues associated with the lands. The examination also looked at envisaged constraints and whether planned/proposed was aligned to an approved infrastructural investment programme which could remove the constraints or whether the constraints could be removed by a private developer. The Surface Water Management Strategy prepared as a precursor to the Strategic Flood Risk Assessment carried out for the Plan area, also informed the completion of the questionnaires.</p>	<p>100</p>
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4.1 Results of Scoring – Maynooth (Kildare County Council)

Using the assessment criteria in Table 4.1, the sites were analysed against each set of criteria with a weighting applied. Each element of the Audit was assigned a weighting score and then added together to provide an overall ranking against a predetermined scoring range.

Tables 4.2 and 4.3 present the weighted scoring matrix for residential sites. **Tables 4.4 and 4.5** present the weighted scoring matrix for employment sites.

Scoring Range

Scoring Range	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200
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Residential Sites

Part 1: Planning Criteria - Residential Sites

Table 4.2: Planning Assessment Matrix for Residential Sites, County Kildare

Criteria	Weighting	1	2	3	4	5	6	7	8	9	10	11	12	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	36
Compact Growth and RSES Policy	300.00	275	300	275	131	65	275	275	65	275	215	0	10	215	257	215	0	300	275	239	0	218	150	0	155	0	226	150	275
Built Heritage	50.00	50	50	50	50	50	50	50	50	50	50	40	50	50	50	50	50	50	50	40	50	40	40	50	50	50	50	50	50
Biodiversity	50.00	15	50	50	10	50	25	50	50	50	50	50	50	50	50	25	25	15	25	25	25	50	50	50	50	50	25	25	50
Total:	400.00	340	400	375	191	165	350	375	165	375	315	90	110	315	357	290	75	365	350	304	75	308	240	100	255	100	301	225	375

Part 2: Infrastructure Criteria: Residential Sites

Table 4.3: Infrastructure Assessment Matrix for Residential Sites, County Kildare

Criteria	Weighting	1	2	3	4	5	6	7	8	9	10	11	12	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	36
Social Infrastructure	100.00	40	65	65	40	30	65	45	30	40	55	30	40	25	25	25	25	60	80	65	30	70	35	30	25	30	65	55	95
Parks and Recreation	100.00	70	80	75	70	70	70	70	60	70	70	45	70	30	55	30	45	75	75	45	40	40	50	40	20	20	40	20	95
Movement and Transportation	100.00	30	80	73	65	48	75	70	62	40	58	24	57	58	58	57	37	74	84	80	61	33	36	28	25	25	47	42	88
Water Supply	100.00	80	80	80	80	78	80	80	80	80	80	26	80	80	80	80	80	80	30	30	80	80	80	80	80	80	48	80	80
Wastewater	100.00	80	80	80	80	56	80	80	80	70	70	46	70	70	80	48	42	80	40	34	32	70	70	46	70	46	70	42	80
Drainage/SuDS/Flooding	100.00	42	60	44	60	60	100	55	55	60	60	60	60	54	49	24	1	12	31	44	60	34	55	60	75	42	60	42	44
Total:	600.00	342	445	417	395	342	470	400	367	360	393	231	377	317	347	264	230	381	340	298	303	327	326	284	295	211	362	281	482

Employment Sites

Stage 1: Planning Criteria Assessment - Employment Sites

Table 4.4: Planning Assessment Matrix for Employment Sites, County Kildare

Criteria	Weighting	6	13	14	15	16	17	18	19	20	21	22	23	27	28	29	30	31	32	35
Compact Growth and RSES Policy	300.00	275	90	275	65	65	65	9	0	65	211	65	0	0	218	150	150	5	0	0
Built Heritage	50.00	50	50	50	50	50	50	50	50	50	50	50	50	50	40	40	50	50	50	40
Biodiversity	50.00	25	25	15	50	25	25	25	25	50	50	25	25	25	50	50	50	50	50	25
Total:	400.00	350	165	340	165	140	140	84	75	165	311	140	75	75	308	240	250	105	100	65

Stage 2: Infrastructure Criteria Assessment - Employment Sites

Table 4.5 Infrastructure Assessment Matrix for Employment Sites, County Kildare

Criteria	Weighting	6	13	14	15	16	17	18	19	20	21	22	23	27	28	29	30	31	32	35
Movement and Transportation	100.00	75	20	15	15	38	52	43	43	58	58	57	37	61	33	36	28	25	25	17
Water Supply	100.00	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	48	42
Wastewater	100.00	80	16	22	28	50	50	50	48	70	80	48	42	32	70	70	46	70	46	44
Drainage/SuDS/Flooding	100.00	100	100	100	60	100	100	29	34	54	49	24	1	60	34	55	60	75	42	42
Total:	400.00	335	216	217	183	268	282	202	205	262	267	209	160	233	217	241	214	250	161	145

4.2 Results of Scoring – Maynooth Environs (Meath County Council)

The sites were analysed against each set of criteria with a weighting applied. Each element of the Audit was assigned a weighting score and then added together to provide an overall ranking against a predetermined scoring range.

Table 4.6 and **Table 4.7** present the weighted scoring matrix for residential sites. **Tables 4.8** and **4.9** present the weighted scoring matrix for employment sites.

Scoring Range

Scoring Range	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200
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Residential Sites

Stage1: Planning Criteria - Residential Sites

Table 4.6 Planning Assessment Matrix for Residential Sites, County Meath

Criteria	Weighting	Site 38	Site 39	Site 40	Site 43	Site 44
Compact Growth and RSES Policy	300.00	65	215	215	0	0
Built Heritage	50.00	50	50	50	50	50
Biodiversity	50.00	50	50	50	50	50
Total:	400.00	165	315	315	100	100

Stage 2: Infrastructure Criteria: Residential Sites

Table 4.7 Infrastructure Assessment Matrix for Residential Sites, County Meath

Criteria	Weighting	Site 38	Site 39	Site 40	Site 43	Site 44
Social Infrastructure	100.00	25	30	30	45	25
Parks and Recreation	100.00	90	80	80	75	75
Movement and Transportation	100.00	39	39	39	10	10
Water Supply	100.00	40	60	60	30	40
Wastewater	100.00	48	48	48	32	34

Drainage/SuDS/ Flooding	100.00	90	90	90	68	68
Total:	600.00	332	347	347	260	252

Employment Sites

Stage 1: Planning Criteria Assessment - Employment Sites

Table 4.8 Infrastructure Assessment Matrix for Employment Sites, County Meath

Criteria	Weighting	Site 37	Site 40	Site 41	Site 42	Site 43	Site 44
Compact Growth and RSES Policy	300.00	215	215	215	215	0	0
Built Heritage	50.00	50	50	50	50	50	50
Biodiversity	50.00	5	50	50	50	50	50
Total:	400.00	270	315	315	315	100	100

Stage 2: Infrastructure Criteria Assessment - Employment Sites

Table 4.9 Infrastructure Assessment Matrix for Employment Sites, County Meath

Criteria	Weighting	Site 37	Site 40	Site 41	Site 42	Site 43	Site 44
Movement and Transportation	100.00	39	39	39	39	10	10
Water Supply	100.00	60	60	60	40	30	40
Wastewater	100.00	48	48	32	40	32	34
Drainage/SuDS/Flooding	100.00	100	90	90	90	68	68
Total:	400.00	247	237	221	209	140	152

5. Infrastructural Overview

5.1 Movement and Transportation

5.1.1 Responsibility for Delivery

Kildare County Council and Meath County Council play a critical role in overseeing the delivery of local roads infrastructure. Site access arrangements along with road and pedestrian/cyclist infrastructure improvement works within new residential and employment lands will generally be developer-led.

5.1.2 Infrastructure Baseline and Deficits

Maynooth presently suffers from high levels of traffic congestion due to a range of factors, including its car-oriented and poorly connected urban structure, in addition to large volumes of through traffic using the town to travel to/from the M4 Motorway. These issues combine to hinder the development and potential of active travel modes (walking and cycling), and consequently lock-in car-dependency for short journeys in the town. As a response to this a Maynooth and Environs Area Based Transport Assessment (MEABTA) was developed for the settlement in tandem with the Joint Plan.

The purpose of the MEABTA is to place the integration of land use and transport planning at the centre of the plan-making process. The Assessment has examined the existing and proposed transport infrastructure and service provision across all transport modes. The reason for this was to effectively accommodate the anticipated increase in demand (due to projected population growth) and ensure the optimal transportation interventions can be put in place to drive a long term shift towards sustainable movement that aligns with Maynooth's designation as a Decarbonising Zone. A comprehensive range of measures recommended in the MEABTA to improve the transport and active movement infrastructure of Maynooth have been incorporated into the Joint Plan.

As part of the MEABTA process a Sustainable Travel Assessment was undertaken which examined the sustainable travel potential of specific land use types (i.e., population growth [residential development], commercial/service growth and schools' growth) given their location within specific zones in Maynooth across a number of land use development scenarios. The exercise recorded high scores in instances where uses were located in areas that were proximate to existing or planned public transport options (i.e., a BusConnects route or train station). Conversely, uses scored increasingly poorly, the greater the distance they were from such sustainable movement options. Consequently, the scoring of sites under the Movement and Transportation Criterion of this Audit is highly reliant on the results of the Sustainable Transport Assessment, and in particular, the preferred land use development scenario that was identified therein.

Overall, it is seen that the majority of sites require measures identified in the MEABTA that relate to the upgrading of active travel (pedestrian and cycling) infrastructure. Some sites are also affected by identified roads and public transport (i.e., bus priority measures). The majority of the sites, particularly those situated on the periphery of the town also require the development of roads infrastructure which is considered as presenting high levels of constraints/barriers, and consequently high costs to development. For example, it is

considered that sites 9-12, located within the east of the town, require the development of the Maynooth Eastern Ring Road (MERR), in addition to active travel infrastructure.

Sites 13-15 located to the south of the M4 Motorway would require (inter alia) the upgrading of the Ballygoran Road which currently has no footpaths, cycle tracks or public lighting. The development of Sites 16-19 presents difficulties due to their potential impact of the M4 Motorway and in particular, the carrying capacity of Junction 7.

To the south of the town, Sites 20-23 are assessed as requiring the development of Sections 1A and 1B of the (Maynooth Outer Orbital Route) MOOR, whilst the development of the majority of sites to the west, northwest and north of the settlement were considered to require the delivery of Section 1C of the MOOR.

5.1.3 Assessment of Infrastructure Needs

Overall, it is considered that the development of a large number of sites will require the delivery of the Maynooth Eastern Ring Road (MERR) over the life of the Plan, along with the phased delivery of the Maynooth Outer Orbital Route (MOOR) over the life of the Plan and beyond.

There is also a diverse range of works that are required at all sites, which are necessary to create a comprehensive active travel network which serves the entire settlement, as well as measures to improve public transport services in the town and access to these services. Such infrastructural works range from bus priority measures to junction enhancements, and signalised works.

Compulsory Purchase Orders (CPO) may be required for certain road and junction improvement works and for new access points to some of the sites. In addition, some improvements, including for active travel infrastructure, may require to be progressed under the Part 8 planning consent process.

5.1.4 Costs and Funding Sources

Estimated costs include design, construction and site supervision but exclude land costs. In terms of roads infrastructure delivery, the development of the majority of sites were assessed as having '*high – implying significant costs*', in the range of €1 million plus. This for the most part relates to the fact that the most sites assessed in the Audit require the delivery of portions of the outer orbital route. In this regard, the cost of the Maynooth Eastern Ring Road (MERR) was estimated to be €22 million in 2022. However, it is noted that there has been significant inflation in the construction sector over the intervening period. This road will be partially financed under funding provided by the Local Infrastructure Housing Activation Fund (LIHAF). With regards to the delivery of other sections of the Maynooth Outer Orbital Route (MOOR), an estimate of €24 million has been given for the construction of Section 1C of which is proposed to extend around the north and west of Maynooth, linking Moyglare Road with Kilcock Road.⁶

⁶ Informed by the Transport, Mobility and Open Spaces Department of Kildare County Council.

5.2 Water Supply

5.2.1 Responsibility for Delivery

Uisce Éireann is the statutory authority responsible for the delivery and maintenance of public water service infrastructure within Maynooth. However, the development of such infrastructure and associated upgrades required to service individual sites will generally be developer-led.

5.2.2 Infrastructure Baseline and Deficits

The water supply in Maynooth comes from the Greater Dublin Area Water Resource Zone and can experience some constraints during times of drought or freeze. According to Uisce Éireann's Water 10-Year Water Supply Capacity Register (published June 2023) there is available capacity in the town to meet targeted population growth to 2032 but an improvement to the Level of Service (LoS) will be required. This may take the form of leakage reduction and/or capital investment to maintain or improve levels of service as the demand increases.

Uisce Éireann have identified a number of upgrades to the existing trunk mains in Maynooth along with the construction of new trunk mains. Some of this infrastructure has been identified as strategic upgrades by Uisce Éireann, while others are categorised as 'developer-driven', required to service expansion areas. Uisce Éireann has advised that full development of all the sites under the SCA (residential and employment) would require the delivery of the (Shannon) Water Supply Project in the medium to long term. They also advised that connection to the large trunk water mains is generally not allowed.

Uisce Éireann have confirmed that water mains are located immediately adjacent to or near the majority of the sites except Site 11 where the nearest water supply is within the Dublin Road and would require a crossing under the railway and a canal. However, an alternative is the site be developed sequentially so that a water connection through Site 10 can be utilised. In respect of Site 25 there is a water supply pipe in Kilcock Road however a connection would require a crossing under at least one stream, though this could potentially be within the highway crossing. Furthermore, Site 32 and Site 35 would need to cross third-party lands to access the existing water supply infrastructure.

5.2.3 Assessment of Infrastructure Needs

Uisce Éireann has advised that their assessment of the sites selected was on a site-by-site basis and therefore any cumulative effects have not been considered. Water mains may need to be extended to the site boundary (by the relevant developer) for some of the sites.

5.2.4 Costs and Funding Sources

Uisce Éireann has advised that it does not have the resources or capacity to carry out a costing exercise for individual sites identified in the Audit and therefore no costing has been provided. Individual site serviceability must be confirmed through the Uisce Éireann Pre-Connection Enquiry (PCE) process. New infrastructure will generally be developer-led, and developers will need to engage with Uisce Éireann at an early stage via the Uisce Éireann PCE process. Options for the local network will then be reviewed and assessed. The assessment may identify infrastructure upgrades required to supply the specific site demand.

5.3 Wastewater

5.3.1 Responsibility for Delivery

Uisce Éireann is the statutory authority responsible for the delivery and maintenance of public wastewater treatment infrastructure within Maynooth. However, the development of such infrastructure and associated upgrades required to service individual sites will be generally developer-led.

5.3.2 Infrastructure Baseline and Deficits

Maynooth forms part of the Lower Liffey Valley (LLV) Agglomeration along with Kilcock, Celbridge, Straffan and Leixlip. All the wastewater from these settlements ultimately is treated in the LLV Sewerage System Wastewater Treatment Plan (WWTP) in Leixlip. The wastewater network in the LLV agglomeration is severely constrained by the fact that wastewater from Kilcock is pumped into the Maynooth network; accordingly, any development in Kilcock will impact also Maynooth. As Maynooth flows are then pumped into the Leixlip network, Maynooth is also constrained by the capacity of the Leixlip network.

As part of the Lower Liffey Valley Regional Sewerage Scheme Network Upgrade, Uisce Éireann are constructing the Maynooth Wastewater Transfer Pipeline. This €35 million project will take all the flow from Maynooth and deliver it directly to the Leixlip WWTP without passing through the local Leixlip network. It is envisaged that this project will be completed in early 2026. Capacity to accommodate growth in Maynooth will therefore be restricted until the Maynooth transfer pipeline is completed.

Whilst Maynooth has a separate foul water drainage network, it was identified in Uisce Éireann's Lower Liffey Valley Drainage Area Plan (2022) that certain areas within the catchment were likely to have stormwater run-off contributing to the foul sewer network. These areas include 'Meadowbrook Road', 'Maynooth University', 'Maynooth Park', 'Leinster Street' and 'Moyglare Road'. Uisce Éireann has advised that additional capacity can be attained through the removal of stormwater from the foul sewer network.

Uisce Éireann has confirmed that foul sewers are located immediately adjacent to or in close proximity to the majority of the sites with the exception of a few sites where access will be required through third party lands. Wayleaves may need to be considered in such instances. There is no foul sewer network in the vicinity of a small number of sites which were audited.

5.3.3 Assessment of Infrastructure Needs

Uisce Éireann has advised that their assessment of the sites selected was on a site-by-site basis and therefore any cumulative effects have not been considered. Foul sewers may need to be extended to the site boundary by the developer on some of the sites where a pumping station is in close proximity to the site. In this instance, it is likely that infrastructure will connect into the closest pumping station. In addition, local upgrades may be required for some of the sites as well as upgrades to the pumping stations.

Uisce Éireann's Maynooth Surface Water Separation programme proposes storm water removal works from the foul network in the sub catchments of Maynooth that were identified in the Liffey Valley Drainage Area Plan (2022). By providing for storm water

separation, this project aims to address existing flooding issues, alleviate system surcharge and to allow for additional foul network capacity.

5.3.4 Costs and Funding Sources

Uisce Éireann has advised that it does not have the resources or capacity to carry out a costing exercise for individual sites identified in the Audit and therefore no costing has been provided. Individual site serviceability must be confirmed through their Pre-Connection Enquiry (PCE) process. New infrastructure will generally be developer-led, and developers will need to engage with Uisce Éireann at an early stage via their PCE process. Options for the local network will then be reviewed and assessed. The assessment may identify infrastructure upgrades required to supply the specific site demand.

5.4 Drainage / SuDs / Flooding

5.4.1 Responsibility for Delivery

Local surface water management within Maynooth is the responsibility of Kildare County Council and within Maynooth Environs is the responsibility of Meath County Council. Any drainage works on site will generally be developer-led.

5.4.2 Infrastructure Baseline and Deficits

The majority of the sites reviewed have no known fluvial flood risk. Fluvial flood risk in both the 1:100 and 1:1000 AEP events was however identified in a number of sites, with Sites 1, 18, 19, 20, 22, 23, 25 and 26 being most affected.

Both pluvial and ground water flood risks in Maynooth was assessed as part of the Surface Water Management Strategy. With regard to pluvial flood risk, most areas that are affected are located in the agricultural fields to the west and south-west of existing developed areas, and along the adjacent floodplain to the Rye Water River. The issue of groundwater flooding in Maynooth is considered to be low. Both fluvial and groundwater flood risk was taken into consideration in the SCA under the category of 'Drainage/SuDS/Flooding' in the Infrastructure Assessment Criteria.

As part of the Flood Risk Management Plan for the Liffey and Dublin Bay River Basin the Office of Public Works (OPW), in conjunction with Kildare County Council, plan to carry out minor flood alleviation works to augment the existing Flood Scheme along the Lyreen and Meadowbrook Rivers. The proposed measures may include physical works, such as a series of hard defences (flood embankments and walls) and an overland flow route. These will provide a provide protection to a 1% AEP for fluvial flood events. Furthermore, additional minor flood relief works are intended to be carried out in other areas of the town over the short to medium term, including along the Kilcock Road. It should be noted however that these works for the most part will affect the existing built-up areas within the town.

5.4.3 Assessment of Infrastructure Needs

Future development should provide for areas of nature-based solutions to surface water management in keeping with the outputs of the Maynooth and Environs Surface Water Management Strategy (published alongside the Draft Joint Plan).

5.4.4 Costs and Funding Sources

Drainage works and nature-based solutions within individual sites will be developer-led. The Maynooth Eastern Ring Road which has Part 8 approval and is being delivered by Kildare County Council incorporates a surface water drainage management system.

The proposed work to augment the existing Flood Relief Scheme for Maynooth will be delivered over the longer term (i.e., beyond the life of the Plan), however the feasibility and preliminary design stages may commence before then. Kildare County Council will be the lead authority progressing the project, with funding and technical support being provided by the Office of Public Works.

5.5 Parks and Recreation

5.5.1 Responsibility for Delivery

Existing public open spaces in Maynooth (County Kildare), including spaces within residential estates that have been taken in charge, are managed by Kildare County Council.

5.5.2 Infrastructure Baseline and Deficits

The Social Infrastructure Audit carried out as part of the preparation of the Joint Plan found that there are 91.5 hectares of existing public open space within Maynooth (County Kildare), of which 30.8 hectares (33.7%) are public parks and 28 hectares (30.6%) consisting of outdoor sports areas (i.e., playing pitches). The remainder for the most part, consists of amenity green spaces within residential estates. The Social Infrastructure Audit noted that there was 25 no. sports facilities and clubs currently in existence within the town.

Additional lands are needed in Maynooth to provide for both active and passive recreational needs of the town. However, it is considered that qualitative improvements within existing public open space facilities are also required to maximise their attractiveness and their potential usage by the community. In this regard, it is noted that the Parks Department of Kildare County Council have plans to prepare a Conservation Plan and a Masterplan to enhance the Carton Avenue amenity lands. There is also an approved Part 8 Planning Scheme in place to redevelop the Harbour Field Park over the medium term (subject to funding availability). A develop-led public park is also proposed in the Maynooth Environs.

5.5.3 Assessment of Infrastructure needs

The findings of the Social Infrastructure Audit (SIA) indicate that open space standards, with the exception of playgrounds, are currently exceeded having regard to the existing population of Maynooth. Whilst all standards decrease with the anticipated population increase, the overarching open space provision still remains within acceptable standards. However, there will be a deficiency with regards to the provision of playgrounds and outdoor sports areas. In the case of the latter, a substantial deficit of 23 hectares is projected by the end of the Plan period.

Taking into consideration projected population at the end of the Plan period, the Social Infrastructure Audit (SIA) provided a number of recommendations with regard to the delivery of additional parks and recreational facilities to meet the needs of the future population of the town. These include (but are not limited to) the following:

- A new urban neighbourhood park

- A new local park within the Railpark Key Development Area (KDA)
- Additional playgrounds
- A multi-use games area (MUGA)
- A municipal sporting facility (as per Objective SC O12 of the Kildare County Development Plan 2023-2029)

In addition to the above, the potential exists to develop a linear park alongside the Lyreen and Rye Water Rivers. Additional pedestrian/cycle links have also been identified along this corridor to provide for greater connectivity throughout the town. Such a park therefore has the potential to become both a key recreational amenity as well as being an active movement route for the town.

5.5.4 Costs and Funding Sources

Specific costings for the delivery of additional parks and recreation infrastructure is not available. However, estimated delivery costs relating to the connectivity measures required to make sites more accessible to these amenities was assessed. In this regard, all sites were categorised on a range from 'low – implying minor costs' to 'high – implying significant costs' depending on their distance from existing or planned recreational spaces in the town and the physical barriers that needed to be overcome to deliver access to these spaces.

Overall, delivery of projects is dependent upon planning consent and associated environmental assessments; developer-led funding; or development works associated with a planning consent. Delivery of projects may also be secured through funding opportunities identified in Section 7.1 below. This may include local authority delivery (i.e., via the Development Contributions Scheme).

5.6 Social Infrastructure

5.6.1 Responsibility for Delivery

Public bodies including the Health Service Executive, the Department of Education, Kildare County Council and Meath County Council, along with developers are responsible for the delivery of social infrastructure in Maynooth.

5.6.2 Infrastructure Baseline and Deficits

The Social Infrastructure Audit (SIA) for Maynooth and Environs identified five primary schools, three post-primary schools, one special education school and three third level / further education / training facilities in the town. The SIA found that there were nine childcare facilities in Maynooth with approximately 61 ECCE (Early Childhood Care and Education Programme) slots available, primarily for afternoon sessions. The majority of the children on waiting lists are for full time childcare and morning session ECCE slots.

The SIA indicated a total of 33 health facilities in the town comprising of one health centre, seven general practitioners (GPs)⁷, four residential care settings for older people (two are located outside the Plan area), one dermatology clinic, six pharmacies, four opticians and audiologists, one speech and language therapy clinic, five physiotherapists, and five dentist practices.

⁷ There are 4 full-time GP's and 6 part-time GP's practicing in Maynooth. For accuracy purposes all calculations are based on 7 GPs in Maynooth. Excluding the GPs of NUIM Medical Centre which exclusively serve full-time students.

5.6.3 Assessment of Infrastructure Needs

On the basis of consultations with the Department of Education (DoE) the SIA determined that taking into consideration the anticipated growth in Maynooth and having regard to existing school capacity, there will be a need for an additional 1,102 places at primary school level, or 48 additional classrooms comprising 23 pupils each. This could be delivered in one school or two smaller schools. At post-primary level it was determined that an additional 1,248 additional post-primary pupil places were required by the end of the Plan period. It was considered that these places could be accommodated through the extension of the existing post-primary schools in the town along with the development of a planned new school building for Gaelcholáiste Mhaigh Nuad. Furthermore, it was considered appropriate that a site be reserved for a new post-primary school within the Plan area to address emerging needs beyond the life of the Plan.

A 'walkability' analysis of childcare facilities shows that they are spatially well-distributed throughout the built-up area of Maynooth, with nine facilities spread throughout the area, predominantly located close to or within all existing residential developments. Whilst the provision of childcare facilities must be spatially considered in the context of existing levels of service, an additional 979 childcare places are anticipated to be required in Maynooth over the life of the Plan. There are currently seven extant permissions relating to childcare facilities, which could accommodate circa 447 places. All new residential developments, particularly those in excess of a 10-minute walk time, will be required to comply with Appendix 2 of the Childcare Guidelines for Planning Authorities (2001) which establishes an indicative standard of one childcare facility per 75 dwellings in new housing areas.

In terms of health care provision, the SIA found that Maynooth is currently underserved by General Practitioners (GPs) with only 4 per 10,000 population which is below the Irish College of General Practitioners (ICGP) and Irish Medical Organisation (IMO) recommendation of a minimum of 12 GPs per 10,000 population to ensure a safe and effective primary healthcare service. Furthermore, if the population as projected is to grow under the Plan period to 2031, then the ratio of existing doctors per population will fall to 2.6⁸ per 10,000 population. The SIA consequently recommends the development of a new primary care centre in Maynooth. The SIA also recommends the inclusion of an objective in the Plan to require that a feasibility study for a GP practice accompany planning applications for all new neighbourhood centre developments proposed in the town.

The findings of the SIA conclude that the existing population is adequately served in terms of community infrastructure as a whole, notwithstanding the lack of adequate GP provision and the absence of specific facilities such as a dedicated community centre. However, having regard to the role of Maynooth a designated Metropolitan Key Town which serves a wider catchment population who use its community facilities on a daily basis, it is considered that even if the overall quantity of such services does not increase, the capacity and potentially, the variety of them will need to be enhanced, regardless of the benchmark guidance. Taking this into account and considering the needs and requirements of the additional projected population, the SIA recommends that the Plan provides for an additional six social/community facilities be developed in Maynooth, in addition to including

⁸ (7 GPs / 27,332 population) * 10,000 = 2.56 GPs per 10,000 population

measures aimed at increasing the number of GP practices in the town. The land use zoning map contained in the Draft Joint Plan will reflect the findings of the SIA, whereby land will be zoned for social infrastructure at appropriate locations throughout Maynooth (County Kildare), which may include lands identified as Tier 1 or Tier 2, as part of this Settlement Capacity Audit.

5.6.4 Costs and Funding Sources

Costings for the delivery of social infrastructure are not available. Delivery of projects is dependent upon planning consent and associated environmental assessments and will be achieved through State and local government allocations alongside private sector delivery, and new residential or commercial development.

6. Categorisation of Sites

All sites audited were identified and analysed by the respective Local Authority against each category outlined in Table 4.1 Matrix Assessment Criteria. The weighting applied to the sites is represented by a sliding-scale traffic light system and ranges from:

- A strong level of planning and serviceability/infrastructural provision coloured green.
- A medium level of planning and serviceability/infrastructural provision coloured green/orange.
- A poor level of planning and serviceability/ infrastructure provision coloured orange/red.

Lands identified as having a strong level of planning and serviceability / infrastructural provision equate to Tier 1 lands. In accordance with the National Planning Framework these sites score well in terms of compact growth. They are also located in areas identified for strategic development in the Regional Spatial and Economic Strategy and comprise of lands that are able to connect to existing development services for which there is service capacity available and therefore shall be able to accommodate new development.

Where lands were deemed to have a medium level of planning and serviceability/infrastructural provision, these lands can be described as serviceable land, comprising lands that are not currently sufficiently serviced to support new development but have the potential to become fully serviced within the life of the Plan, or where there are planned infrastructure upgrades. This sites also are considered to achieve a moderate status on sustainable planning criteria and can be classified as Tier 2 lands.

Lands which scored poorly and didn't pass a pre-determined threshold demonstrated a poor level of serviceability and do not represent sequential growth or align with stated regional policy provisions for Maynooth. Therefore, these sites cannot be categorised as either Tier 1 lands or Tier 2 lands and therefore are not developable within the Plan period. As per Appendix 3 of the National Planning Framework such lands should not be zoned for development.

Tier Determination Range		
High		<i>Tier 1</i>
Medium		<i>Tier 2</i>
Low		<i>No Development</i>

Table 6.1 categorises the residential and employment sites into Tier 1 and Tier 2 lands for County Kildare and should be read in conjunction with Map 1.1 and Map 1.2

Table 6.2 categorises the residential and employment sites into Tier 1 and Tier 2 lands for County Meath and should be read in Conjunction with Map 1.3 and Map 1.4

Table 6.1: Site Categorisation for Residential and Employment Sites, County Kildare

Site Category	Residential Site Ref.	Site Scoring
Tier 1	Site 36	857
Tier 1	Site 2	845
Tier 1	Site 6	820
Tier 1	Site 3	792
Tier 1	Site 7	775
Tier 2	Site 24	746
Tier 2	Site 9	735
Tier 2	Site 10	708
Tier 2	Site 21	704
Tier 2	Site 25	690
Tier 2	Site 1	682
Tier 2	Site 33	663
Tier 2	Site 28	635
Tier 2	Site 20	632
Tier 2	Site 26	602
Tier 2	Site 4	586
Tier 2	Site 29	566
Tier 2	Site 22	554
Tier 2	Site 31	550
Tier 2	Site 8	532
Tier 2	Site 5	507
Tier 2	Site 34	506
No Dev	Site 12	487
No Dev	Site 30	384
No Dev	Site 27	378
No Dev	Site 11	321
No Dev	Site 32	311
No Dev	Site 23	305

Site Category	Employment Site Ref.	Site Scoring
Tier 1	6	685
Tier 2	21	577
Tier 2	14	557
Tier 2	28	525
Tier 2	29	481
Tier 2	30	464
Tier 2	20	427
Tier 2	17	422
Tier 2	16	408
No Development	13	381
No Development	31	355
No Development	22	349
No Development	15	348
No Development	27	308
No Development	18	285
No Development	19	280
No Development	32	261
No Development	23	235
No Development	35	210

Table 6.2 Site Categorisation for Residential and Employment Sites – County Meath

Site Category	Residential Site Ref.	Site Scoring
Tier 2	Site 39	662
Tier 2	Site 40	662
Tier 2	Site 38	497
No Development	Site 43	360
No Development	Site 44	352

Site Category	Employment Site Ref.	Site Scoring
Tier 2	40	552
Tier 2	41	536
Tier 2	42	524
Tier 2	37	517
No Development	44	252
No Development	43	240

7. Findings

All 44 sites have been extensively examined and appraised. Whilst it is acknowledged that all the sites could potentially present strategic opportunities for development in the long term, as noted in Section 3 of this report, the quantum of potential residential and employment lands audited were in excess of the land required for the lifetime of the Plan. Therefore, the findings are used to provide an evidence base to assist in determining the land use zoning decisions following the housing unit target (for residential lands) and job ratio and quantum of land needed (for employment lands) as per the respective County Development Plans for Kildare and Meath.

7.1 Residential Lands

7.1.1. County Kildare

As a result of the findings of this Settlement Capacity Audit, five residential sites are deemed Tier 1 and 17 sites are deemed Tier 2. The remaining five sites are deemed not suitable for development during the lifetime of the Plan, taking into consideration their overall scoring against the sustainable planning criteria and infrastructural serviceability criteria and the application of a predetermined scoring range by the Planning Authority.

It is important to note that, notwithstanding the results of the Settlement Capacity Audit, the zoning of land for residential development must be in keeping with the housing allocation of the Core Strategy of the Kildare County Development Plan 2023–2029.

7.1.2 County Meath

As a result of the findings of this Settlement Capacity Audit, three residential sites (Sites no. 38, 39 and 40) are deemed Tier 2 in the Maynooth Environs (County Meath). The remaining two sites (Sites no. 43 and 44) in Maynooth Environs are deemed not suitable for development during the lifetime of the Plan taking into consideration their overall scoring against the sustainable planning criteria and infrastructural serviceability criteria and the application of a predetermined scoring range by the Planning Authority.

7.2 Employment Lands

7.2.1 County Kildare

As a result of the findings of this Settlement Capacity Audit, one employment site is deemed Tier 1 and eight sites are deemed Tier 2. The remaining 10 sites are deemed not suitable for development during the lifetime of the Plan taking into account their sustainable planning criteria and serviceability along with the application of a predetermined scoring range. The zoning of land for employment purposes must have regard to Appendix A of the Development Plan Guidelines (2022) which requires a methodology based on the quantum of lands to meet a notional jobs ratio applied to jobs per square metre of employment floorspace or hectare of land.

7.2.2 County Meath

As a result of the findings of this Settlement Capacity Audit, four employment sites (Sites no. 37, 40, 41 and 42) are deemed Tier 2 in the Maynooth Environs (County Meath). The remaining two sites (Sites no. 43 and 44) in Maynooth Environs are deemed not suitable for development during the lifetime of the Plan, taking into consideration their overall scoring

against the sustainable planning criteria and infrastructural serviceability criteria and the application of a predetermined scoring range.

7.3 Land Use Zoning

The designation of a site in this report as Tier 1 or Tier 2 for residential and/or employment uses does not in itself ensure that the site will be brought forward for that zoning purpose. It is reiterated that the purpose of the Audit is to establish if identified lands are already ‘serviced’ or are ‘serviceable’ during the life of the Plan. Whilst sites were assessed for potential residential and/or employment uses, it should be noted that any final land use zoning decisions will be made on the basis of evidence in the interests of creating the optimal future development strategy for Maynooth. Accordingly, the Land Use Zoning Map contained in the draft Joint Plan is informed by a suite of supporting documents in addition to the Settlement Capacity Audit. These include the Social Infrastructure Audit which identifies the need for the provision of additional social infrastructure throughout to the town. The 10-minute settlement principle is embedded in the Kildare County Development Plan, whereby it is the policy of the Planning Authority that all Local Area Plans incorporate provisions and objectives that will assist in its implementation. Therefore, land will be required to be zoned for *inter alia*, Community and Education or Open Space purposes, in areas that may be identified as Tier 1 or Tier 2 in this report.

7.4 Funding Sources

This Settlement Capacity Audit identifies a range of strategic and local infrastructure necessary to facilitate development in the Plan area within Maynooth. The implementation of the Maynooth Joint Local Area Plan 2025–2031 will be dependent on the timely delivery of a wide range of infrastructure, which is funding dependant. The stakeholders consulted in the Audit were not in a position to provide detailed costings however in a number of instances they were able to provide a cost ranking; low, medium and high.

The key funding sources for the delivery of infrastructure are:

<u>Developer:</u>	The developer of the land/infrastructure provides the funding to deliver the infrastructure or provides the infrastructure directly.
<u>State:</u>	LIHAF funding, Urban/Rural Regeneration Development Funding, Smarter Travel funding, Uisce Éireann, Transport Infrastructure Ireland (TII), National Transport Authority (NTA), OPW, Department of Education, Large Scale Sports Infrastructure Fund, LEADER/SICAP funding, other government departments.
<u>Local Authority:</u>	Kildare County Council and Meath County Council through its Development Contribution Scheme, and their Capital Works Programme.

7.5 Implementation

The lifetime of the Maynooth and Environs Joint Local Area Plan is six years unless otherwise extended, amended or revoked, in accordance with the Planning and Development Act 2000 (as amended or any subsequent legislation). It is acknowledged that one of the main factors in the successful implementation of the Joint Plan is securing the necessary funding and partnerships to deliver key objectives in the Plan such as those relating to infrastructure. In this regard, an Implementation and Delivery Schedule will form part of the written Statement of the Draft Joint Plan. This will outline the key infrastructure necessary for the sites selected to be zoned, informed by the Audit.

The development of new residential and employment areas within this Plan are dependent on the two County's Core Strategy housing allocations and a job ratio dependant on the targeted population growth. The Settlement Capacity Audit provides an assessment of the necessary infrastructure required for the development of a range of sites suitable for both residential and economic development. The Audit informs the decisions which ultimately will be made through the preparation of the written statement of the Draft Maynooth and Environs Joint Local Area Plan 2025-2031, and its final adoption by the Elected Members.

Appendix A: Questions Used in the Audit of Sites

Compact Growth and Regional Policy – 300 marks	
Ref.	Question
Q 1.	Which of the following best represents the location of the subject site? (150 marks)
	Residential Sites
Q 2.	Is the site located within an area that has been identified by the RSES 2019-2031 for residential development? (areas identified include Railpark, greenfield lands to the east of the town, lands to the north and west of the town near Maynooth University, and lands to the northwest and southwest of the town) or areas that represent the consolidation of the existing urban form (150 marks)
	Employment Sites
Q 2.	Is the site located within an area that consolidated the urban form or has the RSES identified it for employment uses / economic development? (Locations identified include lands to the west of the existing University Campus and lands at Moygaddy – Maynooth Environs ⁹) (150 marks)

Biodiversity and Built Heritage – 100 marks	
Ref.	Question
Q1 (a).	Protecting and enhancing the environment is considered a key step in reducing the impacts of climate change and building resilience. Please select if there are key features on the site that should be preserved free from development (Select all that apply) (20 marks). <ul style="list-style-type: none"> ▪ Wet grassland ▪ Water body (pNHA) ▪ Protected Habitat (SAC + SPA) ▪ Designed landscape ▪ Woodlands and significant tree groupings ▪ No significant features
Q1 (b).	What percentage of the site contains the key features that should be preserved (30 marks)? <ul style="list-style-type: none"> ▪ Non – applicable ▪ less than 25% ▪ 26% - 50% ▪ 51% - 75% ▪ 76% - 100%
Q2.	Protecting archaeological heritage is a key objective of the CDP. What proportion of the site may be developed having due consideration of the buffer zones around known RMP sites / SMR sites for inclusion on the next RMP and the curtilage of protected structures (50 marks). <ul style="list-style-type: none"> ▪ 100% can be developed ▪ 76% - 99% can be developed

	<ul style="list-style-type: none"> ▪ 51% - 75% can be developed ▪ 26% - 50% can be developed ▪ less than 25% can be developed
--	--

Social Infrastructure – 100 marks

Q 1.	Distances to nearest existing Primary Schools and Capacity, (not as the crow flies)?
Q 2.	Distances to nearest existing Secondary Schools and Capacity, (not as the crow flies)?
Q 3.	Distances to nearest existing Health Care Facilities, (not as the crow flies)?
Q 4.	Distances to nearest Town Centre or Commercial/Neighbourhood Centre, (not as the crow flies)?
Q 5.	Distance to Maynooth University, (not as the crow flies)?

Parks and Recreation – 100 marks

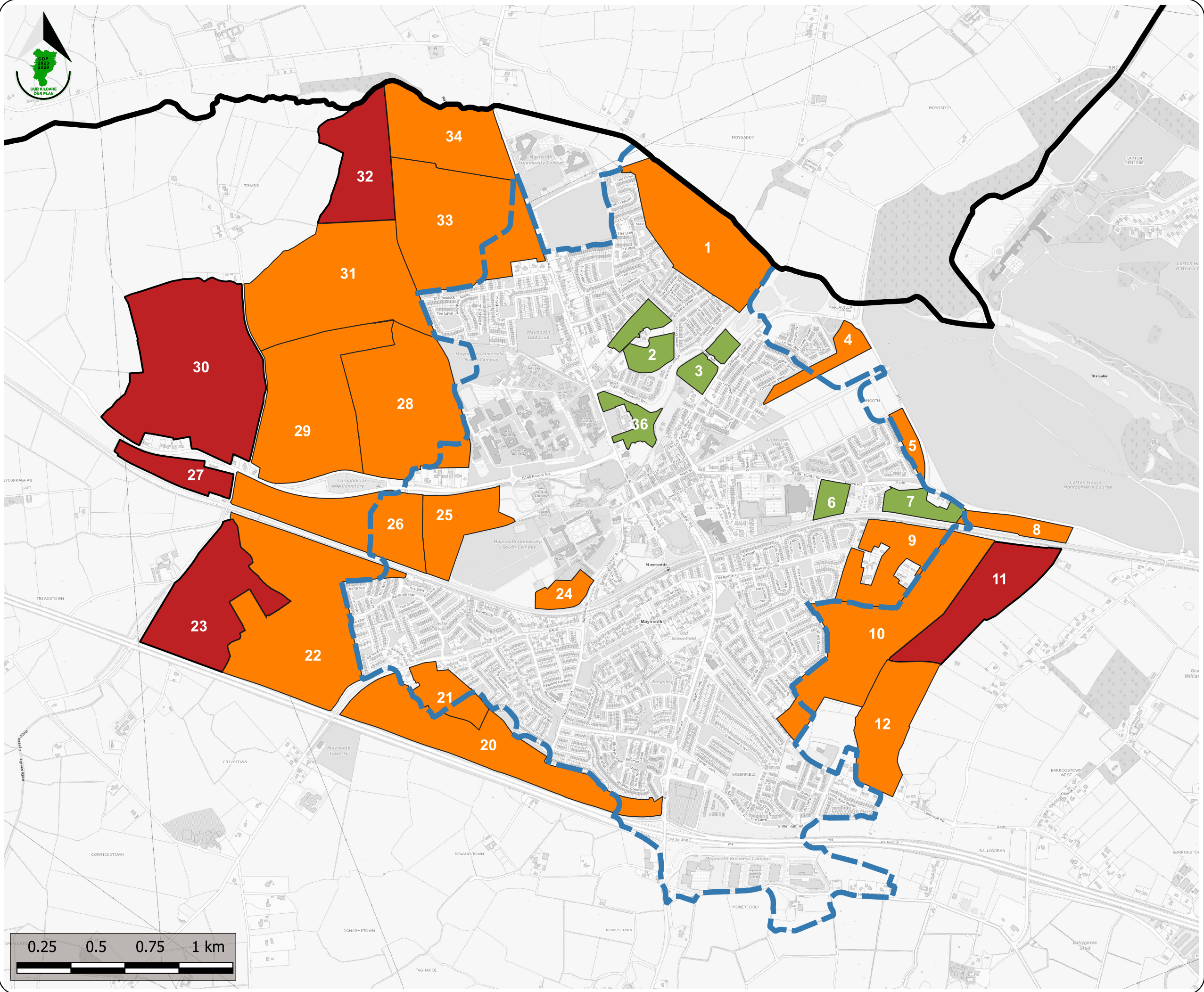
Q 1.	<p>What is the distance (in metres) to the nearest public park/recreation space from the subject site (following an existing route not as the crow flies, for walking/cycling)?</p> <ul style="list-style-type: none"> ▪ 1200m+ ▪ 800-1200m ▪ 401-800m ▪ 0-400m
Q 2.	Could the development of/on the subject site potentially have negative impacts on the provision of public parks/recreation spaces in the immediate area? For example, if these lands are currently being used as formal or informal parks/recreation spaces, development could negatively impact provision.
Q 3.	Are there any plans for new parks or recreation spaces within a reasonable distance (Under 1km) of the subject site (as the crow flies is acceptable)?
Q 4.	<p>If you are aware of any notable issues or constraints envisaged regarding the delivery of public open space in close proximity to the subject site, could you rate the significance of these constraints (with 'High' implying major constraints/significant barriers, 'Medium' implying moderate barriers and 'Low' implying minor, or no, constraints)?</p> <p>Furthermore, could you please provide a list of these constraints?</p>
Q 5.	<p>Please provide a rate/rank of the estimate of costs for any potential connectivity works required to make the subject site more accessible to existing (or planned) public parks/recreation spaces (i.e., pedestrian connections through existing developments etc.).</p> <p>Could you please rank and provide an estimate of the cost.</p>

Movement and Transport – 100 marks	
Q1 (a).	Are the subject lands currently accessible by the existing road network?
Q 1 (b).	If the subject lands are currently accessible by an existing road network, which of the following does this adjacent network contain? (Check all that apply). <ul style="list-style-type: none"> ▪ Non-Applicable ▪ Footpaths ▪ Public Lighting ▪ Cycle Lane
Q1 (c).	Does the existing road network have the capacity to cater for the potential level of development from the site?
Q 2.	Is the development of the site dependent on the delivery of a proposed road measure(s) in the ABTA?
Maynooth and Environs Area-Based Transport Assessment	
Q 3.	Will the development of the site contribute to key active travel measures which form part of the ABTA, to reduce car dependency?
Q 4 (a).	How did the site score in the Existing Situation Sustainable Travel Zone Scoring?
Q 4 (b).	How did the site score in the Future Situation Sustainable Travel Zone Scoring?
Physical Infrastructure Delivery	
Q 5.	Are there any planned/proposed works for active travel or roads that are aligned to an approved infrastructural investment programme(s) from a relevant delivery agency (ies) or is there written commitment by the relevant agency(ies) to provide the identified infrastructure within a specified timescale? Or has the Planning Authority committed to the delivery of the identified infrastructure in its own infrastructural investment programme delivery programme?
Q 6.	Please outline any constraints to the delivery of the site. Could you please rate the significance of the constraints to developing the site? With 'High' implying major constraints/significant barriers, 'Medium' implying moderate barriers and 'Low' implying minor, or no, constraints. Please provide an estimated rank/rate of the costs in terms of significance with 'High' implying significant costs, 'Medium' implying moderate costs and 'Low' implying minor negligible costs. Could you please provide an estimate of the cost?

Water Supply – 100 marks	
Q 1.	Is the subject site connected to the public water main network?
Q 2.	Provide an estimated distance (in metres) from the subject site to the closest public water mains connection.
Q 3.	If you are aware of any constraints (i.e., network capacity, physical barriers, etc.) envisaged with the delivery of water supply infrastructure to the subject lands could you rate the significance of these constraints? Could you please provide a list of these constraints?
Q 4.	Are there any planned/proposed works that are aligned to an approved infrastructural investment programme(s) or is there written commitment by Uisce Éireann to provide the identified infrastructure within a specified timescale?
Q 5.	Could you rate/rank the cost for delivery of the required upgrade /improvement to service this site for future development? Could you please provide an estimate of the cost?

Wastewater – 100 marks	
Q 1.	Is the subject site connected to the public sewer network?
Q 2.	Provide an estimated distance (in metres) from the subject site to the closest public sewer connection.
Q 3.	If you are aware of any constraints (i.e., network capacity, physical barriers, etc.) envisaged with the delivery of wastewater infrastructure to the subject lands could you rate the significance of these constraints? Could you please provide a list of these constraints?
Q 4.	Are there any planned/proposed works that are aligned to an approved infrastructural investment programme(s) or is there a written commitment by Uisce Éireann to provide the identified infrastructure within a specified timescale?
Q 5.	Could you rate/rank the cost for delivery of the required upgrade /improvement to service this site for future development? Could you please provide an estimate of the cost?

Drainage/SuDS/Flooding – 100 marks	
Q 1.	Can the site connect to a dedicated surface water outfall?
Q 2 (a).	Is there evidence of flooding on site?
Q 2 (b).	<p>What percentage of the site is affected by flooding?</p> <ul style="list-style-type: none"> ▪ No evidence of flooding ▪ less than 25% ▪ 26% - 50% ▪ 51% - 75% ▪ 76% - 100%
Q 3.	Is there a watercourse on the site or along the perimeter of the site?
Q 4.	Is there an existing flow path on the site?
Q 5 (a).	Are you aware of any constraints (i.e. network capacity, topography, physical barriers, etc.) envisaged with the delivery of surface water drainage and its outfall? Could you rate the significance of these constraints?
Q5 (b).	Could you please provide a list of these constraints?
Q5 (c).	Are there any measures/works which could remove these constraints?
Q 6 (a).	Are there any planned/proposed works (Local Authority works) that will remove the constraints referred to, within the lifetime of the Plan?
Q6 (b).	If yes, are the works aligned to an approved infrastructural investment programme(s) from a relevant delivery agency (ies) or is there a written commitment by the relevant agency(ies) to provide the identified infrastructure within a specified timescale? Or has the Planning Authority committed to the delivery of the identified infrastructure in its own infrastructural investment programme delivery programme? (Choose which applies)
Q 7.	<p>If works are planned, can you make a reasonable estimate of the full cost of delivery of the specified services?</p> <ul style="list-style-type: none"> ▪ Low – €0-€500,000 ▪ Medium – €500,000-€2,000,000 ▪ High - €2,000,000 plus
Q 8.	Could the constraints be removed by a private developer?



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**Draft Maynooth and Environs
 Joint Local Area Plan 2025-2031**

Legend:

- Kildare - Meath county boundary
- Built-up area (CSO, 2022)

Categorisation	Site Ref.
Tier 1	36
Tier 1	2
Tier 1	6
Tier 1	3
Tier 1	7
Tier 2	24
Tier 2	9
Tier 2	10
Tier 2	21
Tier 2	25
Tier 2	1
Tier 2	33
Tier 2	28
Tier 2	20
Tier 2	26
Tier 2	4
Tier 2	29
Tier 2	22
Tier 2	31
Tier 2	8
Tier 2	5
Tier 2	34
Tier 2	12
No Development	30
No Development	27
No Development	11
No Development	32
No Development	23

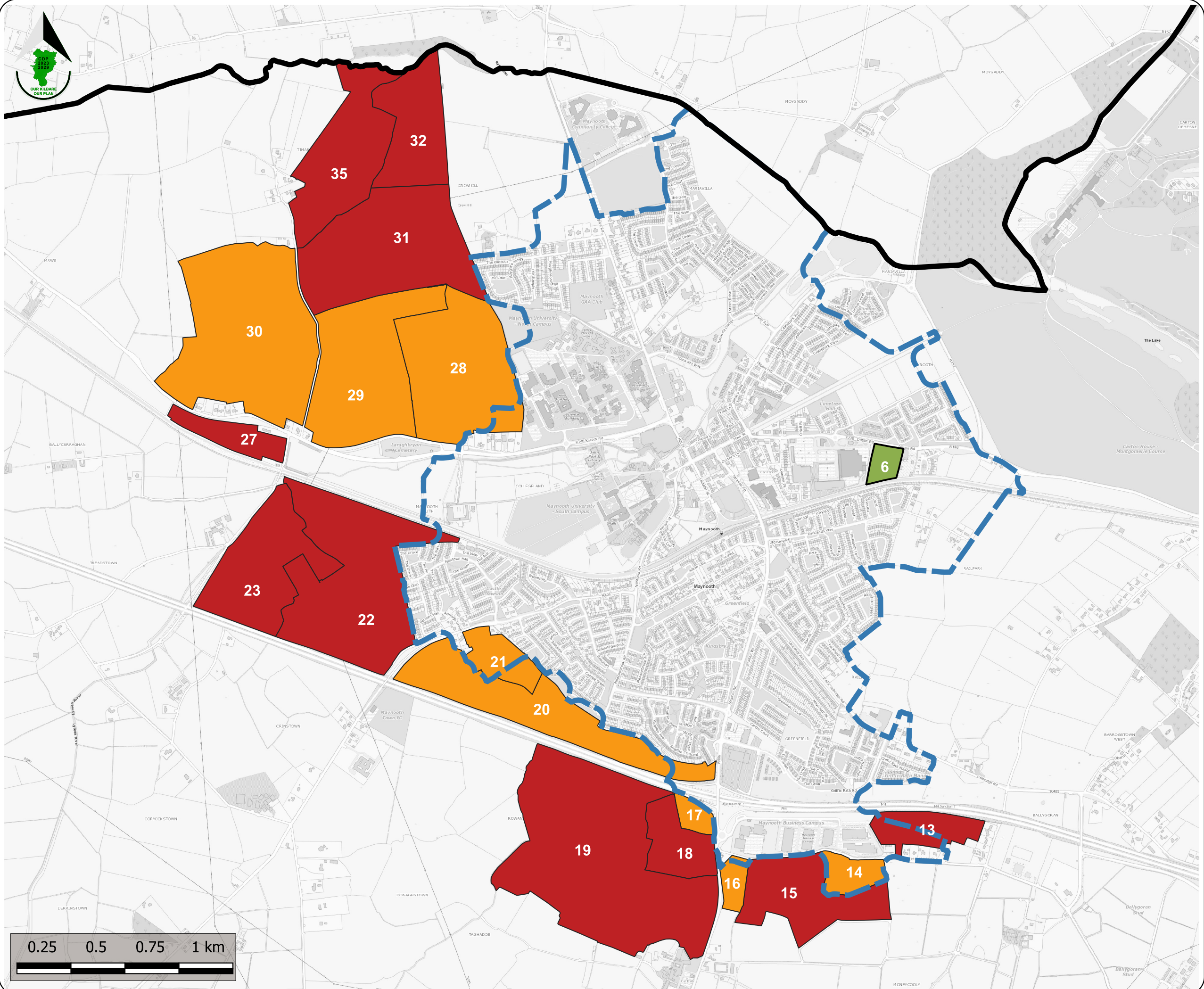
Stage	Date	Description
Draft	01-05-2024	Settlement Capacity Audit - Residential

**Residential Sites Categorisation
 Settlement Capacity Audit**

Scale: N.T.S.	Map Ref: 1.1
Date: May 2024	Drawing No.: 200-24-1440

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This drawing is to be read in conjunction with the written statement



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**Draft Maynooth and Environs
 Joint Local Area Plan 2025-2031**

Legend:

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- Built-up area (CSO, 2022)

Categorisation	Site Ref.
Tier 1	6
Tier 2	21
Tier 2	14
Tier 2	28
Tier 2	29
Tier 2	30
Tier 2	20
Tier 2	17
Tier 2	16
No Development	13
No Development	31
No Development	22
No Development	15
No Development	27
No Development	18
No Development	19
No Development	32
No Development	23
No Development	35

Stage	Date	Description
Draft	01-05-2024	Settlement Capacity Audit - Employment

**Employment Sites Categorisation
 Settlement Capacity Audit**



Scale: N.T.S.	Map Ref: 1.2
Date: May 2024	Drawing No.: 200-24-1441

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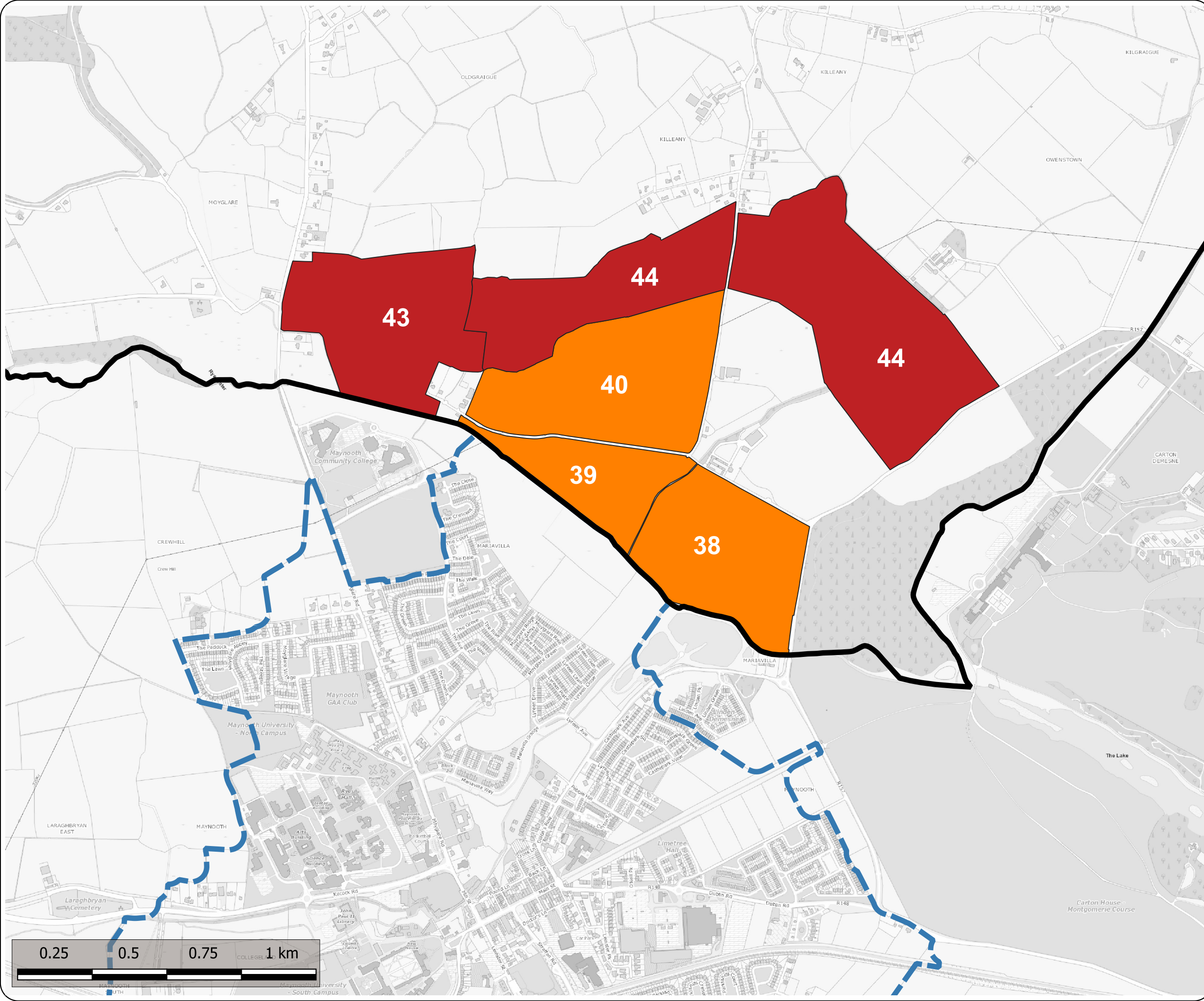
This drawing is to be read in conjunction with the written statement

**Draft Maynooth and Environs
Joint Local Area Plan 2025-2031**

Legend:

-  Kildare - Meath county boundary
-  Built-up area (CSO, 2022)

Categorisation	Site Ref:
Tier 2	39
Tier 2	40
Tier 2	38
No Development	43
No Development	44



Stage	Date	Description
Draft	17-06-2024	Meath Settlement Capacity Audit - Residential

**Meath Residential Sites Categorisation
Settlement Capacity Audit**



Scale: N.T.S.	Map Ref: 1.3
Date: June 2024	Drawing No.: 200-24-1446

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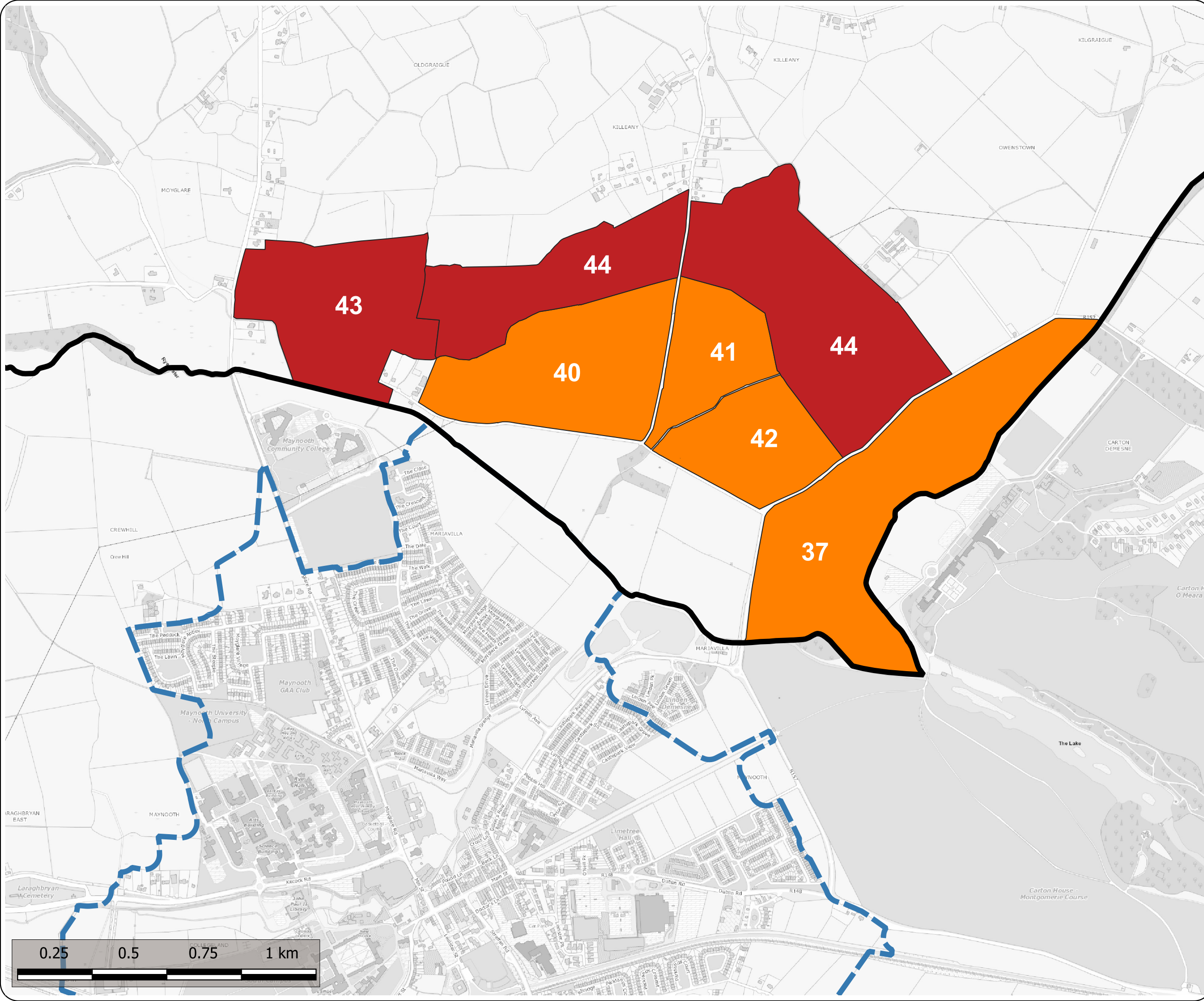
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**Draft Maynooth and Environs
Joint Local Area Plan 2025-2031**

Legend:

-  Kildare - Meath county boundary
-  Built-up area (CSO, 2022)

Categorisation	Site Ref:
Tier 2	40
Tier 2	41
Tier 2	42
Tier 2	37
No Development	44
No Development	43



Stage	Date	Description
Draft	17-06-2024	Meath Settlement Capacity Audit - Employment

**Meath Employment Sites Categorisation
Settlement Capacity Audit**

Scale:	N.T.S.	Map Ref:	1.4
Date:	June 2024	Drawing No.:	200-24-1447

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