

Heather Cooke

From: ciaran burke <info@emra.ie>
Sent: 23 January 2019 15:35
To: RSES
Subject: RSES - Online submission
Attachments: 5c48899356fdf.zip

From: ciaran burke <[REDACTED]>
Organisation: KEAA (Kilcloon Environmental Action Association)

Message Body:
To whom it concerns,

Please find attached submission to EMRA for the RSES inputs.

Regards

Ciaran Burke

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This e-mail was sent from a submission form on Eastern & Midland Regional Assembly (<http://emra.ie>)

Eastern & Midland Regional Assembly,
3rd Floor North, Ballymun Civic Centre,
Main Street,
Ballymun,
Dublin 9,
D09 C8P5.

23rd January 2019

REF: Submission for EMRA RSES (Regional Spatial and Economic Strategy).

Dear Sir/Madam,

This is a cover letter to confirm my name and address associated with the submission to Eastern & Midland Regional Assembly for the RSES (Regional Spatial and Economic Strategy) which is hereby enclosed on behalf of the Kilcloon Environmental Action Association, Co Meath.

Address: Kilcloon Environmental Action Association,
c/o Ciarán Burke (Secretary)

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Email: [REDACTED]

Yours Sincerely,

CIARÁN BURKE

Ciarán Burke

Secretary

Submission to the Eastern and Midlands Regional Assembly

Draft Regional Spatial and Economic Strategy for the Eastern and Midland Region Public Consultation

**On behalf of Kilcloon Environmental Action Association
23rd. January 2019**

Introduction

Kilcloon Environmental Action Association (KEAA) was established to promote environmental, archaeological and cultural heritage in the Kilcloon area and its environs, to ensure there is balance and due consideration of environmental, archaeological and local cultural heritage in any planned or proposed developments within the Kilcloon area and its environs and in response to Meath County Council's decisions over the last number of years to zone approximately 350 acres of rural Meath as development land. This area is located in the 3km to 4km range from Maynooth centre and has been termed by Meath County Council as "Maynooth Environs" despite the fact that it is remote from and non sequential to the centre of the Kildare town.

KEAA welcomes and supports the policies set out in the Draft Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region and the Metropolitan Area Strategic Plan (MASP) for Dublin.

Submission Overview

The KEAA notes and welcomes, in particular, the following policies within the Draft RSES and MASP

- **Sustainable settlement patterns**
- **Sequential Development**
- **Compact growth and Urban regeneration** - making better use of under-used land and buildings within the existing built-up urban footprint
- **Integrated Transport and Land Use** - Promoting best use of Transport Infrastructure, existing and planned,
- **Enhanced Green Infrastructure**

The KEAA notes and welcomes the identification of Maynooth as one of three "key towns" in the Metropolitan area. We note and welcome the identification of the transportation corridor along the Dublin to Maynooth railway line and M4 Motorway and the "Railpark" lands at Maynooth as the focus of future development.

We would point out that there is adequate available lands adjacent to this transportation corridor and close to the core of Maynooth, consistent with the compact and sustainable growth of this key town.

We recognise the role of a proposed orbital route in allowing the development of these lands. However, we would argue that any such orbital route should remain close to the centre of Maynooth and within the County Kildare Administrative area.

The KEAA also supports the proposal to establish Maynooth Science and Technology Park contiguous with the existing Maynooth University campus.

Our position is that the current administrative boundary between Kildare and Meath to the north of Maynooth, formed by the Rye River Special area of Conservation (SAC) forms an important wildlife and biodiversity corridor and an appropriate edge to the key town of Maynooth, preventing urban sprawl and non sequential development.

We look forward, therefore, to the new Meath County Development Plan being consistent with the National Planning Framework and RSES and limiting the growth of Maynooth to the lands within County Kildare which are contiguous with the town core and transport corridor.

1. Maynooth as a Key Town for the Region.

We support that Maynooth is recognised as a key town in 4.2 – Settlement Strategy of the draft report.

We support the policies within the RSES and the MASP to consolidate development around the existing Maynooth town core and University, taking full advantage of the existing transport corridor

Road Network

The Maynooth M4 interchange is to the south of Maynooth. We note that there are extensive lands, still undeveloped, to the south, east and west of the town centre, all of which lie in Kildare and are close to the town centre and transport nodes.

The area to the east is alongside the Maynooth/Leixlip corridor and has extensive areas for development.

The area to the west adjoins Maynooth University which has extensive areas for development and is an ideal location for the stated proposal to develop a Science and Technology Park, which could include research facilities in the life science, IT and high tech industries along with innovation and incubation centres.

The area to the south of the Maynooth M4 interchange is largely undeveloped.

To enable the development of Maynooth as a Key Town, a Maynooth Outer Orbital Route, which has been termed as the MOOR has been proposed. This has been shown on multiple development plans, but not constructed.

The MOOR, as currently proposed, is approximately 12km in length, with approximately 80% lying within County Kildare. It is the position of KEAA that there is no merit, in terms of planning policy as set out in the RSES and MASP, in the current proposal by Meath County Council to locate a 1.5km section of the MOOR up to 4km from the centre of Maynooth, as set out in their current Meath Development Plan

LIHAF funding has been assigned for a 1.45km section of the MOOR to the east of the town, in order to facilitate the Railpark Development area, and is currently in the pre-planning phase.

The western loop of the MOOR will encircle NUIM and provide direct access to Maynooth University from the M4. This western loop will support the development of lands to the west of Maynooth adjoining NUIM ideally setup to facilitate direct clustering at outlines in section 6.3 and the associated Guiding principles for investment prioritisation in placemaking for enterprise development as set out in the Draft report. This area is ideally suited for adjacent location of research facilities in the life science, IT and high tech industries and innovation incubation centres and for adjoining high tech and high potential startups (HPSU) in alignment with objective RPO6.23. This direct adjacency is also in line with international best practice.

Having this direct adjacency reduces pedestrian and especially road traffic and inherently supports the ethos of third level and industry collaborative research and co-operation

The completion of the orbital route can be facilitated through the proposed inner relief road currently planned at the northern edge of Maynooth.

Rail Network

The development enabling rail network and DART upgrade in Table 8.2 (Rail Projects for the Region) is recognised in the report in Section 5.6 Integrated Land use and Transportation, and the associated table 5.1.

The KEAA supports this investment but would argue that, if the capacity of this rail infrastructure is to be increased to support the growth envisaged in the MASP, the construction of the DART underground is essential to ease the current commuter rail bottleneck at Connolly / Tara Street stations and Loop Line Bridge.

2 Additional Points for Consideration

Addition of a Park & Ride Facility as part of the DART upgrade on the railway west of Maynooth very similar to the M3 Parkway facility. This facility to be directly linked to the Maynooth Outer Orbital Route and thus to the M4.

This will

- Enable increased use of rail network by providing a Park facility directly connected to M4
- Decrease traffic through Maynooth and parking demand within Maynooth from commuters from outlying areas who currently park at or close to Maynooth railway station.
- Locating the proposed Park & Ride facility at a new train station to the west of Maynooth will best serve development to the west of NUIM for new Research & Technology Park adjoining Maynooth University.



Natural Boundary Edge

There is a Special Area of conservation along the Rye Water which serves as the County boundary between Meath and Kildare from Maynooth to west of Kilcock. The SAC is included in the Natura Impact Report included as part of the Draft Regional Spatial and Economic Strategy for the Eastern and Midland Region Regional Planning Guidelines. The Rye water is to the north of Maynooth. The natural area of expansion is on lands to the south, east and West of Maynooth. The area to the south directly adjoins the Maynooth M4 interchange and is nearer to rail access. The area to the east is along the Maynooth/Leixlip corridor. The area to the west to create a New Research & Technology Park adjoin Maynooth University and the associated natural clustering of 3rd level and industry research & collaboration. This area to the west facilitates direct clustering as outlined in section 6.3 and the associated Guiding principles for investment prioritisation in placemaking for enterprise development as set out in the Draft report. It is ideally suited for adjacent location of research facilities in the life science, IT and high tech industries and innovation incubation centres and for adjoining high tech and high potential startups (HPSU) in alignment with objective RPO6.23.

With the natural expansion of Maynooth to the east, south & west within Kildare, the northern boundary of the Rye water with the associated SAC provides a unique and natural edge to the development of Maynooth as a key town.

2. Kilcock Environs & Flooding

The flooding risk to the north of Kilcock is recognised in SEA Environmental Report associated with the Draft Regional Spatial and Economic Strategy for the Eastern and Midland Region Regional Planning Guidelines. This high risk flood area to the north of Kilcock is within county Meath and is termed 'Kilcock Environs' in the current revision of Meath development plan.

Signed on Behalf of the Kilcock Environmental Action Association



Bruce Crehan
Chairman

23rd Jan 2019

