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Proposed zoning of land at;

**Boherphilip,
Kill,
Co. Kildare.**

For; James Cocoman,



10th November 2008

Mary Foley
Administrative Officer
Forward Planning
Kildare County Council
Áras Chill Dara
Naas
Co. Kildare

Proposed Local Area Plan for Kill Pre-Draft Submission by James Cocoman

Dear Sir or Madam,

This is a submission to the proposed Kill Local Area Plan on behalf of **Mr. James Cocoman**,
Our client requests the Council to identify a part of his farm holding for commercial development in the proposed Kill Local Area Plan either with a general development or industrial land use zoning objective. Mr. Cocoman's farm extends to 48.6 hectares (120 acres) and is identified with a red line on the attached map of the area (see Drawing No. 2). The land subject of this submission is identified as 'A' and 'B' on the attached 1: 5,000 Ordnance Survey map. This land is situated north of the N7 dual carriageway at the Kill interchange.

The Cocoman family has farmed at Kill since 1939. Part of their land was acquired in the 1950s to improve the N7 from a two lane road to the dual carriageway which was officially opened by Mr. Neil Blaney, the Minister for Local Government at the time, about 1961 or thereabouts. The Council has acquired more of the farm recently for the purpose of widening the N7 to three lanes each way, with grade separated intersections and for accommodation roadworks to service other adjoining landowners. The recent acquisition extends to approximately 2.83 hectares (7 acres).

Apart from shrinking James' holding, this acquisition leaves him with two small parcels of land marked 'A' and 'B' on the enclosed 1: 5,000 scale of the area. The areas measure approximately 0.48 hectares (1.2 acres) and 1.95 hectares (4.8 acres) respectively. Because of their location and tiny size, obviously neither piece is of any agricultural utility. Consequently, as both parcels are quite unsuited to their deemed agricultural zoning, our client invites the Council to modify the development boundary for Kill to include both parcels and to identify them for a mixed use land use zoning objective of 'D' (general development) and 'H' (industrial) in the proposed Local Area Plan and thence into the plan proper when it is made.

Areas 'A' and 'B' enjoy a substantive locational advantage of being adjacent to the Kill interchange on the N7 national primary road. This brings the obvious development benefit of direct access from the grade separated interchange. The Council will be aware that the current Kildare County Development Plan 2005 – 2011 includes policy NR 8: to support the provision of motor service areas generally at Kill, Mullaghmast and Mayfield interchanges. There is a Topaz filling station on the

southern side of the Kill interchange, so a similar or complementary development could be pursued at James' site. The Avoca Handweavers development at Rathcoole has been successful and appears to be an appropriate 'fit' at an interchange. This type of motorway services development could easily be accommodated on either areas 'A' or 'B' and would encourage and facilitate the planned and orderly development of services along the N7 corridor. Bar the Esso station near Goffs, the northern side of the N7 is very poorly provided for in terms of services; the main area being Brownsbarn at Citywest that includes a restaurant, petrol filling station, and motor car showrooms.

Alternatively, the Council might consider an employment zoning that would benefit from the sites access at the N7. We note from the current Kill Development Plan 2002 that the only industrial zoned land is at the west end of Kill. While the recent N7 works improve access from the west to this industrial zoned land, due to their proximity to Kill village, these lands would be more suitable for residential zoning with the industrial zoning or some other employment related zoning objective being relocated to the land adjacent to the Kill interchange. This would have the double positive effect of providing for a more compact urban development at Kill, an obvious sustainable planning gain while avoiding the need for industrial and employment traffic especially heavy goods vehicles to enter Kill village.

Please acknowledge receipt of this submission.

Thank you,

Yours faithfully,


Raymond O'Malley

Kiaran O'Malley & Co. Ltd.

ROM: rom

Enclosures 1. An A3 OS Map of Kill Interchange
 2. Drawing No. 2

Surveyed 1996-1997
Revised 2002-2006
Levelled 1991

Rural PLACE Map



ITM CENTRE PT. COORDS

695731,723154

DESCRIPTION

MAP SHEETS

1:2500
3511-A 3450-C
3449-D 3510-B

Drawing No. 1
Scale 1: 5,000
Job No. 05.12.3085
Date: 4th April 07



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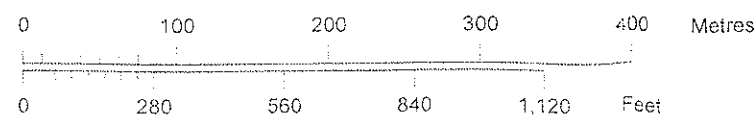
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Ní hionann bóthar, bealach nó cosán a bheith ar an iarscáil seo agus fianaise ar chead sli.
The representation on this map of a road, track or footpath is not evidence of the existence of a right of way

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Scale:- 1:5,000
Scála:- 1:5,000



Plot Ref. No. 379471_2_2
Plot Date 26-MAR-2007



Drawing No. 2
Scale 1: 10,560
Sheet No. 20 Kildare (6")
Job No. 05.12.3085
Date: 4th April 07

