

KILDARE TOWN

Manager's Report on submissions/observations made on the Draft Kildare Town Local Area Plan 2012-2018



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Section 1 Introduction

1.1 Introduction

This report focuses on the submissions and observations received from the public and statutory bodies following the publication of the Draft Kildare Local Area Plan 2012 - 2018 under Section's 18-20 of the Planning and Development Acts 2000 to 2011.

1.2 Legislative Requirements

Under the Planning and Development Acts 2000 to 2011, the County Manager is required to prepare a report on the submissions and observations received in respect of the Draft Local Area Plan including and to make recommendations in relation to the proposed Local Area Plan, taking into account the proper planning and sustainable development of the area, the statutory obligations of the local authority and relevant policies or objectives of the Government or of any Minister of the Government.

1.3 Public Consultation

The Draft Kildare Local Area Plan was placed on public display from the 7th June 2012 until 18th July 2012. Copies were made available for inspection at Aras Chill Dara in Naas, and Arás Bhríde and Kildare public library in Kildare town. The Draft LAP and all related documents were also available on the County Council's website.

Copies of the Draft Kildare Local Area Plan and associated documents were also sent to prescribed statutory bodies including government departments and other agencies as required by the Planning and Development Acts.

In total 31 submissions were received on the Draft Kildare LAP during the statutory period and are available to view at Kildarecountycouncil.ie. All written submissions received were acknowledged. They are summarised individually in this report. The response of the Manager is given on the issues raised.

1.4 Content of Manager's Report

The Manager's Report must:

1. List the persons or bodies who made submissions.
2. Summarise the issues raised by the persons or bodies in the submission or observations, including submissions from the Minister of Education, Community and Local government and the Regional Authority.
3. Give the responses of the Manager to the issues raised. In this regard the Manager's

response must take into account:

- a) The proper planning and sustainable development of the area
- b) The statutory obligations of any local authority in the area
- c) Any relevant policies or objectives of the Government or of any Minister of the Government.

1.5 Next Steps

Following consideration of the Manager's report the Members may, as they consider appropriate, by resolution, make the Local Area Plan which would, if made, be a material alteration with or without further modification or they may refuse to make it. If the Members decide to materially amend the proposed Local Area Plan, a further period of public consultation will be necessary.

If the Planning Authority engages in a further round of public consultation for proposed material amendments to the Draft LAP, the planning authority must screen any proposed material changes to determine if an Strategic Environmental Assessment or Appropriate Assessment or both are required for any of the material alterations and what period is necessary for the carrying out of any SEA or AA. This screening, and if necessary the SEA or AA, must be carried out before proceeding to the public consultation period.

The public display period of any material alterations is a minimum of 4 weeks during which submissions with respect to the proposed material alterations will be taken into account before the LAP is made. Following the further public consultation period a further Manager's Report is prepared and the members must consider the proposed draft, the alterations to the proposed draft LAP, any environmental reports and the Manager's Report on any submissions received and decide whether to make the LAP with or without the proposed alterations.

In making the Local Area Plan, the elected representatives, acting in the interests of the common good and the proper planning and sustainable development of the area, must, in accordance with the 'Code of Conduct for Councillors' prepared under the Local Government Act 2001, carry out their duties in a transparent manner, must follow due process and must make their decisions based on relevant considerations.

Section (20(3)) of the Planning and Development Act 2000, as amended, states that the Members of the Council are restricted to:

- considering the proper planning and sustainable development of the area to which the development plan relates
- the statutory obligations of the local authority, and
- any relevant policies or objectives for the time being of the Government or any Minister of the Government.

Section 2 List of Persons and/or Bodies who made submissions/ observations

No.	Name of Person/Body
Subs No.	
1	Heath and Safety Authority
2	Meath County Council
3	Kildare Town Access Group
4	Ian Weir , Kildare town
5	National Roads Authority
6	OPW
7	Ms Moya Prunty on behalf of Moya Prunty, John Corry and the Mooney Family
8	Jim Brady
9	RPS on behalf of Value Retail
10	Patricia Ennis on behalf of the Chamber of Commerce.
11	Cllr. Browne, Cllr. O'Donnell, Cllr.Doyle and Deputy O'Fearghail
12	Department of Education and Skills
13	Anne O' Neill & Geraldine O' Dwyer C/O Bishopsland Awareness Committee
14	Silken Thomas Players
15	John Spain on behalf of Whitewater Shopping Centre
16	John Spain on behalf of the Carmelites
17	Brady Shipman Martin on behalf of Charles Bergin, Abbey Villa
18	Brady Shipman Martin on behalf of Kevin and Pat Mahon, JJ Mahon & Sons Ltd
19	Stephen Little & Associates on behalf of Pensar & Macros Ltd
20	Kieran O' Malley & Co. Ltd on behalf of Cian and Stephen Conlan
21	National Transport Authority
22	Mr Michael Leavy and Mr James Leavy
23	Tesco Ireland Ltd
24	Kildare Tidy Towns
25	Alan Kelleher , The Kelleher Clothing Company
26	Sean Lucy and Associates on behalf of PJ Burke. Michael O' Byrne Solicitors on behalf of Martyn Burke, Eileen Birkinshaw and Jonathan Burke.
27	Eleanor Floyd.
28	J. Fagan & Associates Ltd on behalf of PJ Burke.
29	Adrian Carbery, PP Kildare
30	Thomas Heffernan, Heffernan Tyres
31	Cllr Suzanne Doyle

Note: A submission was received from the Department of Defence outside the statutory timeframe for the receipt of submissions which welcomes a mixed use development on the Magee Barracks site.

Sub No.	Name	Summary of Issues Raised	Manager's Response and Recommendation
1	Heath and Safety Authority	<p>Requests that the LAP contain the following:</p> <ul style="list-style-type: none"> • Planning policy in relation to major accident hazard sites notified under the regulations. • Distances to major accident hazard sites. • Policies on siting new major hazard establishments. • Detailing the following Seveso sites: <ul style="list-style-type: none"> ○ Intel Ireland Ltd, Collinstowns Industrial Park , Leixlip, Co Kildare, and ○ Irish Industrial Explosives, Clonagh, Enfield, Co. Meath 	<p>Manager's Response</p> <p>The overarching document for the Kildare LAP is the County Development Plan 2011-2017. Chapter 5, Section 5.6.2.1 of the CDP refers to the Prevention of Major Accidents and includes policies in relation to Seveso sites. The CDP also refers to the Seveso sites referenced in this submission. Further reference is not considered necessary.</p> <p>Manager's Recommendation</p> <p>No change</p>
2	Meath County Council	No comments to make	<p>Manager's Response</p> <p>Noted</p> <p>Manager's Recommendation</p> <p>No change</p>
3	Kildare Town Access Group	Details Accessibility issues in and around Kildare Town (specific issues identified for wheelchair users / elderly and parents with pushchairs)	<p>Manager's Response</p> <p>The observations made in this submission are noted. KCC is aware of many of the issues raised, and will implement aspects of the Kildare Town Traffic Management Plan that will resolve many of these issues, particularly in the vicinity of St. Brigid's Square and along Academy Street, subject to sufficient funding becoming available.</p> <p>The specific issues raised are not a matter for the LAP and would be more readily addressed through the detailed design process for improvement works, ongoing maintenance works and the periodic reviews of</p>

			<p>the parking bye-laws. At a more strategic level, issues relating to vulnerable road users and accessibility are addressed within the LAP policies and objectives, some of which include RIO 1, RIO 2, RIO 9, RIO 18 and RIO 20.</p> <p>Manager's Recommendation No change. Refer submission to Area Engineer for information re. road maintenance issues.</p>
4	Ian Weir , 52 The Plains, Kildare town	1) Reference is made to the sewerage system in Kildare town. It is requested that the sewerage system should be working properly before new houses are started (Submission specifically refers to Council Housing provision). It is stated that a private contractor had to be employed to remove sewerage, which has been flowing through the estate.	<p>Manager's Response 1) The Kildare Town WWTP is currently in the process of a major upgrade which is approaching completion.</p> <p>In addition to the WWTP upgrade, Kildare County Council has additional plans to improve the foul sewerage networks throughout the town. The seplans include the following:</p> <ul style="list-style-type: none"> - Contract documents have been submitted to the DOECLG for the rehabilitation of existing sewers and manholes but do not form part of the current Water Services Investment Programme. - Contract documents for the major upgrade of the town's foul sewage system have been submitted to Department of Environment, Community and Local Government and are awaiting approval. - Some advanced works of these major scheme are currently underway as part of the Kildare WWTP Design Build Operate project, but such works will not significantly affect the ability of the network to cater for extra flows for the short-term. <p>Manager's Recommendation 1) No change.</p>

		<p>2) Requests housing layouts permitted be complied with and that each house be checked by Council's Engineers /building control.</p> <p>3) Questions when the Council is going to take -over the Plains estate where the roads are in poor repair.</p> <p>4)Requests the Contact no. for HSE as he was advised to contact them in the event of sewerage flowing through the estate again.</p> <p>5) Convert the Magee Barrack site into a car park for the town.</p>	<p>Manager's Response 2) Chapter 19 of the County Development Plan 2011-2017 sets out the Development Management Standards for the County. The issue of housing layouts is covered in this section. The issue in relation to certification of buildings is a matter which is being considered nationally.</p> <p>Managers' Recommendation 2) No change</p> <p>Manager's Response 3) This is not a matter for the LAP. The issue has been referred directly to Building Control Section.</p> <p>Manager's Recommendation 3) No change</p> <p>Manager's Response 4)This is not a matter for the LAP however the contact number will be obtained and referred as appropriate.</p> <p>Managers Recommendation 4) No change</p> <p>Managers Response 5) A revised design brief has been prepared for Magee Barracks as part of this Manager's Report for Kildare town. (Refer to Appendix 1) Car parking will be</p>
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		6) Take over the houses and cottages in church lane and turn into an art and crafts street for the town.	<p>provided ancillary to the developments on-site. However a car park to serve the town does not form part of the vision for this site. Note: there are policies and objectives set out in the draft LAP regarding the provision of car parking in the town. Some of these include, RIO 19, RIO 20, RIO 21 and RIO 22.</p> <p>Manager's Recommendation 5) No change.</p> <p>Manager's Response 6) Any proposed change of use can be considered in the context of the LAP and the tourism and heritage context of the town.</p> <p>Manager's Recommendation 6) No change</p>
5	National Roads Authority	<p>The Authority submits the following observations:</p> <p>1) It recommends that the planning authority have regard to the provisions of the DOECLG Spatial Planning and National Roads Guidelines for Planning Authorities. Reference is made to Chapter 2 of the Guidelines which addresses matters relating to development planning and national roads. This guidance is not referred to in the text.</p>	<p>Manager's Response</p> <p>1) The LAP is a subsidiary plan to the CDP 2011-2017. All relevant Ministerial Guidelines are referenced in the CDP. Section 6.2.10 of the CDP contains detail regarding <i>Spatial Planning and National Roads Guidelines for Planning Authorities</i>. Policy NR10 further states that it is the policy of the Council "To ensure that the county's national roads system is planned for and managed in an integrated manner enabling sustainable economic development of the county and wider area while encouraging a shift towards more sustainable travel and transport in accordance with the Draft Spatial Planning and National Roads Guidelines (DoEHLG,2010) as may be amended". Further reference in a subsidiary plan is not considered necessary.</p>

		<p>2) Reference is made to the Development Strategy for the town in the vicinity of the M7. It is stated that it appears that an appropriate Strategic Transport Assessment has not been undertaken in the preparation of the LAP to determine the capacity of the local road network and impact of the development envisaged on the operational efficiency and capacity of the M7 and associated junction. Furthermore there are concerns with sections of the LAP such as those addressing economic development, design briefs, phasing of development and movement and accessibility. It is noted that these do not seek to address the mechanisms which may be required to mitigate potential adverse impacts on the capacity, efficiency and safety of the national road network. The authority notes that traffic and transport assessments and mobility management plans carried out for individual planning applications are not a substitute for a prior overall transport assessment of areas where the planning authority is determining fundamental issues of land use.</p> <p>The Authority has concerns with the potential impact of the South Western Town Centre Expansion site, and EDO2: Lands zoned 'Q': Enterprise and Employment to the west of Kildare town.</p>	<p>Managers Recommendation</p> <p>1) No. change</p> <p>Manager's Response</p> <p>2) The concerns of the NRA with respect to a Strategic Transport Assessment are noted. However additional lands in the immediate vicinity of the M7 interchange have not been zoned on foot of this LAP. Some lands were recommended for downzoning in the draft LAP (7ha from industry and Warehousing – see sub no.7) while others have been zoned for higher order employment uses e.g. from Industry and warehousing to Enterprise and Employment to the west of Kildare Town.</p> <p>The South Western Expansion Site has been reviewed and has been zoned to recognise established uses on site and has provided for the possible expansion of The Kildare Outlet. As outlined above, higher order employment zonings (Q- Enterprise and Employment) have been recommended in the vicinity of the interchange. It is acknowledged that this zoning is more trip intensive than previous industrial and warehouse zonings.</p> <p>In light of the concerns of the NRA and the NTA it is recommended that a further 40.8ha of lands zoned industry and warehousing to the west of Kildare town be downzoned to agricultural use. 20.6ha of land zoned Q1 be downzoned to industry and warehousing with 7.1ha along the Nurney Road be retained as Q1 Enterprise and Employment to facilitate a high quality development along the Nurney Road which constitutes a key approach road to the heritage town of Kildare and</p>
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			<p>will complement further high quality development in the South Western Town Centre Expansion Area.</p> <p>It is not feasible to carry out an overall transport assessment prior to the determination of land uses in the vicinity of the M7 as the NRA suggests, because these land uses have already been zoned through previous Local Area Plans. The aim should therefore be to put in place an appropriate framework to service these lands. To that end, under objective RI 1 it is proposed to update the Kildare Traffic Management Plan and to extend it to cover those areas outside the town centre.</p> <p>Manager's Recommendation 2) Incorporate the following changes</p> <ul style="list-style-type: none"> - downzone 40.8 ha from Industry and Warehousing to agriculture - revert 20.6ha from Enterprise and Employment to Industry and Warehousing. - Objective RI 1 to be revised to include the following : <i>Particular consideration is to be given to the lands in the vicinity of the M7 to ensure that these lands can be serviced without undue impact on the operational efficiency and capacity of the M7.'</i>
6	OPW	Welcomes inclusion of SFRA and policies in LAP	<p>Manager's Response Noted.</p> <p>Manager's Recommendation No change</p>
7	Ms Moya Prunty on behalf of Moya Prunty, John Corry and The	Reference is made to the de-zoning of lands at Newtown Cross Roads from GI Industry and Warehousing to I Agricultural . It is submitted that the lands to be de-zoned are surrounded by lands	<p>Manager's Response The subject site was zoned G1: Industry and Warehousing in the 2002 Kildare LAP. The concerns of</p>

	<p>Mooney family</p>	<p>which are zoned 'existing residential ' & 'Institutional ' as well as being adjacent to the National Stud complex.</p> <p>Reference is made to a planning proposal that was drafted with the intention of making a planning application on these lands but decided against it when Curtmount Properties lodged and were granted planning permission for a similar proposal north and north west of the site. It is requested that the Council amend the Draft LAP to change the zoning to consider Community and Educational Uses and a Neighbourhood Centre. It is indicated that the lands are located on the 'Circuit as shown on Map 6.1 , Long Tern Development Strategy Map so consideration should be giving to a community type use.</p> <p>Requests that 7ha of land (previously zoned Industry and warehousing) be reconsidered and zoned for community and educational use and that matrix reflect the following uses, neighbourhood uses, community and education.</p>	<p>the NRA and the NTA regarding zonings in the vicinity of the interchange are noted (refer sub no. 5 above). On foot of recommendations in this report the Draft Kildare LAP provides 7.1ha of land for Enterprise and Employment purposes in Phase 1 of which 3.7ha is undeveloped and a further 20ha has been identified for Phase 2 to meet the longer term enterprise and employment needs. 65.2 ha of lands are also zoned for industry and warehousing with 29.8ha being undeveloped. This is more than adequate to cater for the projected economic development in the town.</p> <p>Regarding the request for community and educational uses it should be noted that permission has been granted for a neighbourhood use in the vicinity of the site (Curtmount Properties). Furthermore given the subject sites location at a distance from the town centre and the availability of other more central sites to cater for neighbourhood centre uses, it is not considered necessary to zone further land for Education and Community purposes. In reference to the zonings north and south of the subject site, these are zoned to reflect the established uses on site.</p> <p>Reference is made to the subject lands being referred to in the Long Term development Strategy Map. These lands are not identified on this map. The area is referred to in connecting the National Stud to the town centre.</p>
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			Manager's Recommendation No change.
8	Jim Brady Tullyview Newtown	<p>1) References the many changes that have taken place in the town and outlines Kildare Retail Outlet as the jewel in the crown.</p> <p>2) Welcomes the arrival of Aldi, Lidl and Tesco but states it has a serious impact on the volume of traffic entering and leaving the town. Concerned with the level of commercial traffic and articulated trucks using the secondary roads instead of the bypass which millions was spent on. Proposes that a decree/law should be passed to stipulate that commercial traffic should enter and leave Kildare town via the Motorway.</p> <p>3) A 'workable' one way system should form part of the plan. Cycle lanes should be considered to and from areas of interest to tourists and locals.</p>	<p>Manager's Response 1) Noted.</p> <p>Manager's Recommendation 1) No change</p> <p>Manager's Response 2) Noted. Under the Kildare Town Traffic Management Plan it is proposed to introduce restrictions on Heavy Goods Vehicles within the town centre. It is not feasible to implement this proposal unless alternative routes for such traffic are available. It would not be practical or desirable to restrict all commercial traffic accessing Kildare Town to a single route.</p> <p>Manager's Recommendation: 2)No change.</p> <p>Manager's Response 3) A one-way system was considered during the preparation of the Kildare Town TMP but was deemed inappropriate due to the excessive diversions it would create for traffic accessing the town, and resultant problems that would arise for vulnerable road users. The provision of cycle facilities is addressed under objective RIO 6.</p>

		<p>4) Suggests a number of proposals for Magee Barracks :</p> <ul style="list-style-type: none"> • Approach retail providers such as Penny’s, Marks & Spencers and Dunnes with a view to developing the site with ancillary shopping units. • Provide it as a car park, with a minimal charge and with a shuttle bus to the National Stud, Village Centre and town centre for visitors and locals. • Examine the potential to develop it as a car/truck driver learning centre. • Suggest a site for Kildare GAA for the new county grounds. <p>Failing all the above, develop the site into an open space recreational area.</p> <p>5) Suggest the provision of a Fire Station</p>	<p>Manager’s Recommendation: No change.</p> <p>Manager’s Response 4) The Magee Barracks site has been zoned Z: Regeneration of Magee Barracks which seeks to <i>“facilitate a wide range of uses to allow for the flexibility in the regeneration of the former barracks in a sustainable manner”</i>. Various uses identified are acceptable in principle in this zone. To facilitate development of the overall site a revised design brief has been prepared for the Magee Barracks site. (Refer to Appendix 1)</p> <p>The design brief provides for a 10 acre open space park area to be developed as part of the overall scheme.</p> <p>Manger’s Recommendation 4) Revised design brief is recommended as per Appendix 1.</p> <p>Manager’s Response 5) There are no plans to build a fire station in the town. The fire cover for Kildare town is provided by Newbridge and Monasterevin fire stations and there are no plans to revise this arrangement.</p>
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			Manager's Recommendation
9	RPS on behalf of Value Retail	<p>Technical submission received regarding Planning, Architectural and Transportation issues. Severe reservations expressed regarding vehicular link in South West Expansion Area (SWEA) site as follows:</p> <p>1) States that the indicative framework plan would result in unacceptable design variations in respect to Phase 2 proposals (plan. ref 12/61) and will jeopardise the future realisation of Phase 2 and is in conflict with the policies (R23 and R24) contained CDP to facilitate the extension of Kildare Village.</p> <p>2) States that an additional vehicular street linking the Town Centre to the M7 interchange is not required.</p> <p>3) States that the proposed vehicular street is detrimental to creating an active urban pedestrian link between Kildare Village Retail Outlet and the Town Centre</p>	<p>5) No change</p> <p>Manager's Response</p> <p>1) Policies R23 and R24 of the CDP relate to the provision of 'appropriate and effective linkages' between Kildare Town Centre and Kildare Village. The proposed east-west link through the SWEA is an important part of creating such linkages, and is therefore fully in accordance with these policies. In light of the concerns expressed the extent of the link has been amended, refer to Appendix 1 . Further text and mapping changes are also incorporated.</p> <p>2) The function of both the east-west and north-south links through the SWEA is not to provide links to the M7 – that function is already carried primarily by Nurney Road and to a lesser extent by Grey Abbey Road. It is intended that these new routes will provide permeability through the SWEA and to improve links between this area and the Town Centre.</p> <p>3) The east-west link route will provide a high quality pedestrian environment. Again, the design of the street will prioritise pedestrian movement.</p>

		<p>4) States the proposed vehicular street is dangerous due to its proximity to Primary Schools on Academy Street and pedestrian movements in and around Kildare Village Retail Outlet.</p> <p>5) Requests that the proposed street be fully pedestrianised and does not accommodate through vehicular traffic and that the LAP incorporates the changes requested to the design brief map 7.6(c).</p>	<p>4) The creation of new streets in proximity to schools does not in itself pose a danger. The east-west link is intended to function as an urban street, with pedestrian priority. The risk of accidents will be minimised by appropriate design measures. In addition, this link street will be subject to road safety audits/assessments, in accordance with best practice.</p> <p>5) The design brief for the SWEA is indicative only. To restrict the east-west link to pedestrian access only at this stage would be premature as it would severely limit the options available as the design of this area evolves. The extended Kildare Town Traffic Management Plan proposed under objective RI 1 is considered the appropriate method to assess each of these options in the context of the overall traffic management for the town.</p> <p>Manager's Recommendation</p> <p>Amended roads objectives map to reflect the alteration to roads objective RIO 16. (Refer to Appendix 1)</p> <p>Amended indicative framework plan in site brief for the SWEA.</p> <p>Amend roads objective RIO 16 9(x) to include the following:</p> <p style="padding-left: 40px;">The design of the these streets shall ensure that vehicular movement function is moderated and that a high quality pedestrian movement function is achieved, in the context of the type of development that is proposed within the SWEA</p>
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10	<p>Patricia Ennis on behalf of the Chamber of Commerce.</p>	<p>1) Requests that secure pedestrian links are provided between Kildare Village Retail Outlet, Tesco and the Town Centre</p> <p>2) Has Concerns that the individual landowners have not given the permission for their lands to be included in the South West Town Centre Expansion Site development brief Map 7.6(b) and 7.6(c) and limits the possibilities for individual sites.</p> <p>3) Has concerns that the development of Magee Barracks may impact/delay the expansion of Kildare Town and should remain as an independent LAP</p>	<p>Manager's Response</p> <p>1) One of the key concepts of the South Western Expansion Area is connectivity, increasing east-west permeability between the historic core and the Kildare Retail Outlet via a new urban street. The design brief for the expansion area also provides for the creation of key pedestrian routes with highly legible pedestrian routes between the historic town centre, the Kildare Retail Outlet, St. Brigid's Square and Tesco supermarket.</p> <p>Manager's Recommendation</p> <p>1) No change</p> <p>Manager's Response</p> <p>2) It is a matter for individual landowners to make a submission (s) as appropriate regarding proposed development/ zoning proposals. A number of submissions have been received from individual landowners and these are considered separately.</p> <p>Manager's Recommendation</p> <p>2) No change</p> <p>Manager's Response</p> <p>3) There is no statutory requirement to prepare an independent LAP for Magee Barracks Site. The Magee Barracks site is appropriately considered in the context of the overall town.</p>
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		<p>4) Supports the development of Magee Barracks as a key employment hub and has concerns regarding the provision of other uses such as residential development.</p> <p>5) States that Magee Barracks should not be included as Phase 1 development and that existing buildings should not be recorded as protected structures.</p> <p>6) Request that the realignment of the road at Kildare Village to allow for the relocation of the Bus Stop for safety reasons.</p>	<p>Manager's Recommendation 3) No change</p> <p>Manager's Response 4) The Magee Barracks Site proposed has been reviewed in light of submissions received providing a greater emphasis on employment/ educational and amenity uses with a reduced residential component (c. 160) units.</p> <p>Manager's Recommendation 4)No change</p> <p>Manager's Response 5) Magee Barracks is a brownfield site located in close proximity to the town centre and appropriate for sequential development. It is appropriate and in accordance with the proper planning and development of the town that the barracks site is identified for development over the period of this plan. There is no provision to review protected structures as part of an LAP.</p> <p>Manager's Recommendation 5) No change</p> <p>Manager's Response 6)The concerns with regard to this bus stop are noted. KCC is currently liaising with the bus operator and the National Transport Authority to address any safety</p>
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		<p>7) Seeks the removal of the existing car parking at Market Square and the extension of the bus stop bay.</p> <p>8) Seeks to emphasise existing heritage routes and buildings through new signage and colour coding.</p> <p>9) Requests that the proposed new road linking South Green Road to Rathbride Road be continued to link to Melitta Road and Dublin Road.</p>	<p>concerns at this location. However, this is a specific issue and is not a matter for the LAP.</p> <p>Manager's Recommendation 6) No change.</p> <p>Manager's Response 7) This has been recently carried out. It should be noted that the reallocation of parking spaces is best considered under the periodic reviews of the parking bye-laws and is not a matter for the LAP,</p> <p>Manager's Recommendation 7) No change.</p> <p>Manager's Response 8) Agreed. Policy to be included supporting the appropriate signage along heritage routes.</p> <p>Manager's Recommendation 8) Include policy in section 7.3.4 of the LAP, Tourism Development T6: To support the provision of appropriate signage along existing heritage and tourism walking routes in Kildare Town.</p> <p>Managers Response 9) The future development of Kildare Town is to be focussed mainly in 3 distinct areas, The SWEA area, Magee Barracks and South Green . The roads objectives contained in the LAP reflect this. The extension of the</p>
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			<p>'ring road' to the north of the town to the Dublin Road is likely to be a much longer term consideration, . Such a proposal would be subject to detailed route selection and environmental and economic assessments. It would not be feasible to carry out such studies in order to include such a long term proposal into the LAP.</p> <p>Managers Recommendation 9) No change</p>
11	<p>Cllr. Browne, Cllr. O'Donnell, Cllr.Doyle and Deputy O'Fearthail</p>	<p>1) Seeks to improve the aesthetic of the town and highlights the need for heritage plan to provide uniformity of signage, lighting, heritage style shopfronts and specific colour schemes.</p> <p>2) Seeks a Retail Strategy that supports independent niche style shops.</p>	<p>Managers Response 1) A heritage plan for the town is a matter separate to the LAP. Objective TO4 of the draft LAP indicates that it is an objective of the council <i>to create a design brief for shop fronts and streetscape proposals that would offer a suggested complementary palate of colours, designs, signage and lettering for property owners" in consultation with the area committee.</i></p> <p>Managers Recommendation 1) No change</p> <p>Managers Response 2) A retail Strategy has been prepared for the County which informed the CDP 2011-2017 . In relation to this specific issue R 12 of the draft Kildare LAP indicates that it is the policy of the Council <i>To encourage the development of independent retail outlets in the town centre that will create a unique character and shopping experience for visitors.</i></p> <p>Managers Recommendation 2) No change</p>

		<p>3) Requests that Magee Barracks provides an amphitheatre for community use and an area for the weekly market.</p> <p>4) Request for a fire station.</p> <p>5) Highlights accessibility issues throughout the town and seeks improvements with regard to street furniture, footpaths, roads, cycle lanes and pedestrian crossings.</p> <p>6) Seeks the provision of a local bus service throughout the town.</p>	<p>Managers Response 3) The revised design brief provides for various uses including a 10 acre site for open space which could accommodate the uses proposed.</p> <p>Managers Recommendation 3) No change</p> <p>Managers Response 4) As per Sub 8 above.</p> <p>Managers Recommendation 4) No change</p> <p>Managers Response 5) Comments noted. The problems identified are specific issues and are not a matter for the LAP. Improvements to street furniture, footpaths, roads, cycle lanes and pedestrian crossings are addressed in the policies and objectives stated in the LAP.</p> <p>Managers Recommendation 5) No change. Refer submission to Area Engineer for information re. road maintenance issues.</p> <p>Managers Response 6) The provision of a local bus service is a matter for bus operators and would largely depend on such a service being economically feasible. This is not a matter for the LAP, however policy number RIO 7 states:</p>
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		<p>7) Seeks the pedestrianising of the Firecastle Lane.</p> <p>8) Suggests the reuse of vacant premises within the town centre to increase the provision of craft shops and industries to attract tourists.</p>	<p><i>“To co-operate with public transport service providers to ensure that adequate public transport services are provided for the town.”</i></p> <p>Managers Recommendation 6) No change.</p> <p>Managers Response 7) It is an objective of the LAP to implement an ‘Environmental Traffic Cell’ within the area surrounding the Cathedral and Round Tower, which is a recommendation of the Kildare Town TMP. The appropriate treatment of Firecastle Lane can be considered during the detailed design of this scheme in the context of the wider network of lanes in the area. Policy number RIO15 refers.</p> <p>Managers Recommendation 7) No change</p> <p>Managers Response 8) Various uses proposed are acceptable within the town centre zone and would be supported by Policy R12 which indicates that it is the policy of the Council <i>To encourage the development of independent retail outlets in the town centre that will create a unique character and shopping experience for visitors.</i></p> <p>Managers Recommendation 8) No change</p>
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		<p>9) Seeks performance space for local drama group.</p> <p>10) Seeks a clubhouse for local boxing club.</p> <p>11) Requests the inclusion of a roads objective on map 8.2 to connect the Plains estate to new roads objective (x,y,z) – Magee Barracks.</p> <p>12) Seeks to designate L7016 as primary route to Rathangan and upgrade bridge and seeks the provision of separate route for</p>	<p>Managers Response 9) Policy CU 1 of the Draft LAP seeks “to support and promote the development of cultural facilities in the town”</p> <p>Managers Recommendation 9) No change</p> <p>Managers Response 10) Policy C 1 of the Draft LAP seeks “to support and facilitate the improvement of health centres, local clinics, nursing homes, Garda service, community facilities and sports facilities in Kildare”.</p> <p>Managers Recommendation 10) No change</p> <p>Managers Response 11) A revised design brief has been prepared for the Magee Barracks site which advocates increased connectivity in order to increase accessibility and permeability between Magee Barracks and the surrounding established residential areas including the Plains</p> <p>Managers Recommendation 11) Refer to amended design brief.</p> <p>Managers Response 12) KCC does not, in general, designate routes between urban centres as ‘primary’ or otherwise, save through</p>
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		<p>pedestrians over railway.</p> <p>13) Seeks the relocation of the bus stop at Kildare Village Retail Outlet to town centre.</p> <p>14) Seeks upgrading of bridge on Green Road.</p>	<p>designation of certain routes as National, Regional or Local routes. The R401 regional road (Dunmurray Road) is currently considered to be the 'primary' route between Kildare and Rathangan, and is of a higher quality than the L7016 local road (Old Road). Significant upgrades would be required to the L7016 local road in order for it to carry out a function that is currently served by the R401, including road widening, the upgrading of the railway bridge and significant improvements to the junction between the L7016 and R401 roads. These works would carry a significant cost, and it is unclear what benefits would result. This proposal is therefore not considered feasible</p> <p>Managers Recommendation 12) No change.</p> <p>Managers Response 13) The location of bus stops on licensed routes is a matter for individual bus operators. KCC cannot compel a bus operator to stop at a specific location. It is noted that there are safety concerns with regard to the existing bus stop, and KCC is currently liaising with the bus operator and the National Transport Authority to address these concerns. However, this is a specific issue and is not a matter for the LAP.</p> <p>Managers Recommendation 13) No change</p> <p>Managers Response 14) KCC is in the process of implementing a one-way shuttle system on the Green Road bridge that will improve safety at this location and allow for the</p>
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		<p>15) Seeks to include an objective in the LAP to replace all railway bridges.</p> <p>16) Seeks the removal of pay parking.</p>	<p>provision of a footpath across the bridge. Given the low traffic volumes on this route, it is considered that this is a cost effective solution, and a full upgrade of the bridge is not warranted at this time. However, it is accepted that should traffic volumes on Green Road increase due to additional development, improvement works may be required to the bridge, and this is recognised in the LAP through objective number RIO 17(i).</p> <p>Managers Recommendation 14) No change.</p> <p>Manager's Response 15) The LAP contains objectives to implement improvements at 4 of the 5 crossings of the rail line in Kildare Town under objective number RIO 17. The scale of improvements required will be determined on a case by case basis; full replacement of each of the structures may not be warranted. The only crossing not included is the Station Road/Rathbride Road bridge because a shuttle system is in place on this bridge and it is considered unlikely that further improvements can be made given the constraint in terms of available space in the vicinity of the bridge.</p> <p>Manager's Recommendation 15) No change</p> <p>Manager's Response 16) This is not a matter for consideration as part of the LAP.</p> <p>Manager's Recommendation</p>
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		<p>20) Seeks a review of the parking byelaws to increase the provision of double yellow lines.</p> <p>21) Seeks to rationalise traffic movements around Market Square by including a roads objective for a oneway system from Grahams Corner to the Silken Thomas and incorporating a yellow box at the junction of Ball Alley Hill and Market Square.</p> <p>22) Requests that traffic lights work on a smart system.</p>	<p>19) No change</p> <p>Manager's Response 20) This is a matter for consideration separate to the LAP process.</p> <p>Manager's Recommendation 20) No change</p> <p>Manager's Response 21) Traffic Management arrangements for Market Square were adopted under the Kildare Town Traffic Management Plan. The submitted proposal is not in accordance with the TMP, Furthermore, the provision of yellow boxes or other road markings are localised traffic management issues and are not a matter for the LAP.</p> <p>Manager's Recommendation 21) No change.</p> <p>Manager's Response 22) All traffic signals in Kildare Town currently operate under adaptive traffic control systems that respond to traffic conditions in real time, and are connected to KCC's Traffic Management Centre where their operation is monitored. It is the policy of the Traffic Management Section to implement the most appropriate control system at each junction on a case</p>
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		<p>23) Request the completion of roads objective (o – p) connecting Rathbride Road and Dunmurray Road.</p> <p>24) Seeks the removal of residential allocation from Magee Barracks development brief. Suggests medium to long term uses for Magee Barracks:</p> <ul style="list-style-type: none"> • Park • Industry • Sports Campus • Swimming Pool • Sugar Factory • Social Club • Pitch and PuttAmphitheatre 	<p>by case basis throughout the county.</p> <p>Manager’s Recommendation 22) No change</p> <p>Manager’s Response 23) Detailed design documentation for this road is currently being finalised, and it is envisaged that construction will be finished by mid 2013.</p> <p>Managers Recommendation 23) No change.</p> <p>Manager’s Response 24) A revised design brief has been prepared for the Magee Barracks site with a reduction in the residential allocation from c.500 to c. 160 units with greater emphasis on employment/ education and amenity uses.</p> <p>Manager’s Recommendation 24) Refer to amended design brief for Magee Barracks Site</p>
12	Department of Education and Skills	The Department has identified a potential site (s) on Department of Defence lands at Magee Barracks (accessible from the Melitta Road).	<p>Manager’s Response The proposed general location of the schools site (c.8 acres) has been accommodated in the revised design brief for Magee Barracks. Slight modifications to the configuration of the site have been included to accommodate an access route and provide an</p>

			<p>appropriate urban design framework for the site which protects the residential amenities of adjoining properties.</p> <p>Manager's Recommendation Amend design brief to accommodate schools site at the indicative location shown on the revised design brief for the barrack lands .</p>
13	<p>Anne O' Neill & Geraldine O' Dwyer Bishopsland Awareness Committee, Bishopsland, Kildare town</p>	<p>1)It is submitted that the road from Blackbrdge to Gallaghers Cross is in a bad state of repair and needs urgent attention. It is also stated that flooding near the park makes the road impassable at times.</p> <p>2) Suggests that Magee Barracks should be developed with a portion being given to the youth of the town such as all weather pitches, youth club etc.</p>	<p>Manager's Response 1) This is a maintenance issue and is not a matter for the LAP.</p> <p>Manager's Recommendation 1) No change. Refer to Area Engineer for information.</p> <p>Manager's Response 2) The amended design brief provides for the development of a parkland which could accommodate both active and passive recreational areas.</p> <p>Manager's Recommendation 2) Refer to amended design brief.</p>

		3) It is submitted that better communication is required between various bodies to get these services.	<p>Manager's Response 3) Noted.</p> <p>Manager's Recommendation 3) No change</p>
14	Silken Thomas Players	<p>Request inclusion of specific policy and objective to provide a performing arts centre.</p> <p>Submits that the former courthouse be dedicated for a performing arts centre and community facility or such a facility be incorporated as part of community gain earmarked for Magee Barracks.</p>	<p>Manager's Response Section 7.6.2.4 of the Draft Kildare LAP sets out the vision for the development of Magee Barracks. It is envisaged that cultural uses will form an element of the overall development of the Magee Barracks Site. The former courthouse is a protected structure located within the town centre zone and use of the building in this land use zoning for an arts centre would be acceptable in principle.. Acquisition /uses of the property is not a matter for the LAP.</p> <p>Manager's Recommendation Include the following policy in Section 7.10.3 of the LAP, <i>'To support the development of performing arts centre/theatres in the town'</i></p>
15	John Spain on behalf of Whitewater Shopping Centre	<p>Requests that the Retail Outlet Village does not have a detrimental impact on higher order retail centres e.g Naas and Newbridge and that the LAP should not specifically support the expansion of the KVOC. In this regard it requests four specific amendments:</p> <p>(1) Requests LAP acknowledge that significant retail development</p>	<p>Manager's Response 1)Chapter 9 of the County Development Plan (CDP)</p>

		<p>be directed to higher order towns in preference to Kildare and to the expansion of KVOC. In this regard it is recommended that a policy be included which recognises the role of Level 2 towns in the Retail Hierarchy and which seeks to ensure that retail development in Kildare is in accordance with its role and position as a Level 3 centre in the retail hierarchy.</p> <p>(2) Requests change in zoning from K1 (which facilitates extension to KVOC) to K – Commercial zoning due to the likely detrimental impact that this would have on traditional town centres.</p>	<p>2011-2017 outlines the position regarding the County Retail Hierarchy together with policies and objectives applicable to the consideration of future planning applications. Policy R 1 of the CDP states <i>“It is the policy of the Council to guide major retail development in accordance with the framework provided by the County Retail Hierarchy (Table 9.1) to enable an efficient, equitable and sustainable distribution of floorspace throughout the county”</i>. As the CDP is the overarching Plan it is not considered necessary to reiterate same.</p> <p>Manager’s Recommendation 1)No Change</p> <p>Manager’s Response 2) The expansion of the KVOC is recognized in The Draft Kildare County Retail Strategy 2009 and in policy R 24 of the CDP 2011-2017. The zoning of the site to facilitate expansion of the KVOC reflects the policy of the CDP. Furthermore it should be noted as per the Draft Kildare LAP (pg 98) consideration of any application on this land use zoning (K1)will be required to meet the tests of the Regional Planning Guidelines, 2008 GDA Retail Strategy and the County Retail Strategy assessment criteria particularly in respect of retail and cumulative impact.</p> <p>Manager’s Recommendation 2)No Change</p>
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		<p>(3) Policy R4 which seeks to facilitate expansion of KVOC be deleted.</p> <p>(4) Specific references to expansion of KVOC in design brief at Section 7.6 be omitted.</p>	<p>Manager's Response 3) As per response to (2) above</p> <p>Manager's Recommendation 3) No Change</p> <p>Manager's Response 4) As per response to (2) above</p> <p>Manager's Recommendation 4) No Change</p>
16	John Spain on behalf of the Carmelites	<p>1) Requests that 1.75ha be rezoned from Community and Educational to Enterprise and Employment.</p> <p>1) It is submitted that the subject lands are suitable for employment and enterprise use having regard to the location proximate to the town centre, the rail station and the proposed adjoining employment and enterprise park to the west.</p>	<p>Manager's Response</p> <p>1) There are adequate lands zoned for employment purposes in the draft LAP to cater for a wide range of employment opportunities. Significant lands zoned for employment purposes have been zoned since 2002 and have not been developed to date. This report also recommends downzoning of employment lands to the west of the town following concerns raised by the NRA / NTA on the capacity and efficiency of the M7 interchange. This site is located on elevated land adjoining existing residential properties. Intensive development of the site would be inappropriate given its sensitive nature. It is considered that the zoning of this site for enterprise and employment purposes in the absence of any established need would be inappropriate at this stage and contrary to proper planning and development of the area. Various other uses could be considered on the site in line with its amended zoning.</p>

		<p>2) Requests removal of phasing requirement for employment lands to ensure delivery of employment and enterprise lands to the west of the town is not unduly delayed. It is submitted that there is no explanation in the draft LAP as to why the lands have been phased and the basis for phasing.</p>	<p>Manager's Recommendation 1) No change.</p> <p>Manager's Response 2) The phasing of enterprise and employment zoned lands is necessary to ensure appropriate development of land. Section 7.1, Part B of the Draft LAP, sets out the zonings that have been phased to comply with the core strategy and the overall strategy for Kildare town, and is set out in section 6.0 (Development Strategy) of this LAP.</p> <p>Manager's Recommendation 2) No change.</p>
17	Brady Shipman Martin on behalf of Charles Bergin, Abbey Villa	<p>The preparation and general planning principles supporting the south west expansion of the town centre in the direction of the Kildare Village Outlet Centre are welcomed.</p> <p>Submission relates to town centre expansion lands and seeks the following amendments:</p> <p>1) indicative framework to be amended to provide urban parkland in vicinity of Abbey Villa House and residential development on the north western part of the site adjacent Tesco rather than the park as shown in the draft plan</p> <p>2) town centre zoning to be applied to all lands in the south western expansion area. It is submitted that breaking up</p>	<p>Manager's Response</p> <p>1) Abbey Villa House is a four bay, single storey late Victorian to Edwardian building which is a protected structure under the CDP 2011-2017 (B22-27). BH3 and BH4 of the draft LAP seek to protect and preserve built heritage items listed in the town and to protect and preserve views to and from those listed as protected structures. It is considered that the proposal to provide development in the north western part of the site would adversely impact the setting and views to and from this protected structure.</p> <p>Manager's Recommendation 1) Retain parkland area to the west of the protected structure.</p> <p>Manager's Response 2) The SWEA recognises various existing established</p>

		<p>the area into discrete blocks removes the flexibility to consider the most appropriate layout of the town centre expansion area.</p>	<p>landuse in the area and provides for the expansion of appropriate landuses. Given the scale of the area and the need to promote the existing historic town centre it is not considered appropriate to designate the entire area as town centre.</p> <p>Manager's Recommendation 2) No change</p>
18	<p>Brady Shipman Martin on behalf of Kevin and Pat Mahon, JJ Mahon & Sons Ltd</p>	<p>Seeks that Plan clarifies that framework plan (Section 7.6) is indicative and that it identifies a potential framework organisation rather than a prescriptive defined use for each site.</p>	<p>Manager's Response The plan is indicative (refer section 7.6.1.5) and provided for illustrative purposes only to demonstrate how the site organisation could be used to create a street pattern, sympathetic to the pattern of the historic core and using a mix of building uses and types to create a vibrant new area. A mix of development blocks are set out with potential uses indicated. These, however, are not prescriptive. Reference to be included on all design brief maps indicating that there are indicative only.</p> <p>Manager's Recommendation Reference to be included on all design brief maps indicating that they are indicative only.</p>
19	<p>Stephen Little & Associates on behalf of Peter and Pat Conlon</p>	<p>This submission seeks the following amendments:</p> <p>1) Include specific reference in Section 6.0 that South Green has a key role to play in the delivery of a sustainable new neighbourhood to the town over a 15-20 year period.</p>	<p>Manager's Response 1) Agreed.</p>

		<p>2) Reference to the Action Plan previously agreed with the Council be inserted into Section 7.6 of the LAP as the proposed design brief/ framework plan for the south green lands, and be outlined in blue on Map 8.1.</p>	<p>Manager's Recommendation</p> <p>1) Include following text in Section 6.0 (6) Significant residential land use zoning (both phase 1 and phase 2) are located to the north of the railway line in South Green. These lands will facilitate the development of a sustainable new neighbourhood to the town over a 15-20 year period.</p> <p>Manager's Response</p> <p>(2) Section 7.6 incorporates design briefs for the South Western Expansion Area and The Magee Barracks site both of which are priority mixed use areas identified for developed over the period of this Local Area Plan. While certain lands in South Green are identified for development over the period of this plan and have been granted planning permissions, the majority of the lands will be developed over a longer timeframe. It should be noted, however, that the preparation of this draft plan has been informed by the previous Action Area Plan(July 2004) prepared for the overall landholding. Changes to landuse zoning are recommended on foot of this submission and are largely in compliance with the Action Area Plan. Furthermore, the preparation of the Kildare LAP must comply with the core strategy figures which clearly impacts on the phasing of lands as identified in the</p>
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		<p>3) (a) That the priority development strategy i.e employment and education be clearly reflected in the proposed design brief and phasing plan for Magee Barracks. (b) To omit all references to an alternative scenario for a residential neighbourhood to include residential units in Section 7.6.2. (c) To reallocate the c.500 no. dwellings directed to Magee Barracks to alternative suitable locations within Kildare Town which should include zoned lands at South Green within 500m of the Town Centre and railway station. (d) To omit all references to any alternative option for Magee Barracks in order to provide for the financial reality of implementing the objective and to include design brief for employment hub.</p> <p>4)In order to meet core strategy targets the allocation of 500 units to MB be redistributed to alternative Phase 1 lands. That the strategic potential of South Green lands be recognised with respect to the allocation of Phase 1 residential lands.</p>	<p>original AAP. It is not considered appropriate to reference the AAP in its entirety. Appropriate elements of the AAP have informed the preparation of this LAP.</p> <p>Manager’s Recommendation (2)No Change</p> <p>Manager’s Response (3) & (4) On foot of various submissions received the design brief for Magee Barracks site has been amended with the key focus on employment /educational /amenity /cultural uses with a reduced residential component. Two alternative scenarios for the site are no longer proposed. As per the original proposals the revised brief recognises that the Magee Barracks site is a strategic site with the potential for a wide variety of uses including employment, educational, community, cultural and residential. The residential unit allocation to the Magee Barracks site has been reduced from c.500 units to c.160. This level of residential provision is necessary to create a scheme which ensures the vitality of the overall development and protects residential amenity of adjoining schemes. 205 (the balance of the overall target figures) are allocated to other lands elsewhere in Kildare town. An additional 5.3ha has been zoned phase 1 in South Green to accommodate an additional c,100 units.</p> <p>It should also be noted that the plan recognizes that in the event of permissions expiring on existing zoned residential land in south green, ,consideration may be given to development of Phase 2 lands which are sequentially close to the town centre and are adequately serviced by appropriate infrastructure..</p>
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		<p>5) That the following zoning changes be implemented at South Green: (a) lands zoned open space within 500m of the rail station revert to residential zoning (C1). (b) that lands zoned for Commercial (K2) within 500m of the rail station, revert to residential zoning (C1). (c) lands proposed to be zoned C2 north of the proposed inner relief road revert to amenity and open space. (d) that reference to the AAP previously agreed with the Council be inserted into section 7.6 as the proposed design brief/framework plan for South Green.</p> <p>6) To insert policy as follows: “to ensure the provision or upgrading of necessary road infrastructure identified under objective RIO 16 is rolled out commensurate with the needs of development during the plan period. That the LAP specify that as part of any planning application for phase 1 residential</p>	<p>Manager’s Recommendation (3) & (4) No Change</p> <p>Managers Response 5)(a)(b)(c) In light of the submission it is recommended that a number of proposed landuses be reinstated. d) As per response and recommendation to item, (2) above.</p> <p>Manager’s Recommendation (5)(a) lands zoned open space within 500m of the rail station revert to Commercial zoning (K2). (b) that lands zoned for Commercial (K2) within 500m of the rail station, revert to residential zoning (C1). (c) lands proposed to be zoned C2 north of the proposed inner relief road revert to amenity and open space (F) (d) No change.</p> <p>Manager’s Response (6) Map 8.2 Transportation and Infrastructure objectives sets out the infrastructure requirements envisaged to be carried out over the period of the plan and over the longer term. The review of the Traffic Management Plan will provide additional detail to the LAP roads and streets objectives (e.g. desirable cross sections, cycle facilities, junction layouts etc.).As a</p>
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		development that the extent of necessary road requirements (i.e new roads and junctions and / or upgrading of existing roads identified under objective RIO 16 be clearly set out and supported by a Transportation Assessment.	result it is the not considered necessary to include this policy . Manager's Recommendation No change
20	Kieran O' Malley & Co. Ltd on behalf of Cian and Stephen Conlon	Request that 7ha of land previously zoned new residential be reinstated as residential at Whiteslands East, Kildare given proximity to rail line.	Manager's Response There is a statutory obligation on the planning authority to ensure that LAPs comply with the Core Strategy of the CDP. Section 7.2 outlines unit targets of 1,794 for the town over the plan period which includes 50% over zoning. Of this figure 1,255 units have been granted permission. Following a review of the Magee Barracks site and the revised design brief as now proposed which reduces the overall residential component of the overall site it is recommended that 2ha of this site be reinstated as Phase 1 residential zoning. The remainder of the landholding to remain as M: Green Belt, which is necessary to protect the environs of the Curragh from urban sprawl Manager's Recommendation Zone 2ha as New Residential Phase 1 (C1)
21	National Transport Authority	(a)Supports the proposed use of phasing in the LAP however recommends a more clearly defined phasing strategy.Concerns expressed regarding objective EDO2 lands to the west of the town as it may become a trip intensive employment destination and could undermine the strategic function of M7. Recommends that land use zoning be modified to ensure development is limited to less trip intensive purposes.	Manager's Response (a)Refer to submission no. 5 above. Arising from a review of the Magee Barracks Site residential lands have been zoned and phased in accordance with the core strategy. In addition, significant industrial and warehousing lands have also been proposed for down zoning in the vicinity of the interchange. Enterprise and employment lands have also been proposed to revert to

		<p>(b) Recommends LAP incorporates measure set out in Chapter 9 of Draft NTA Strategy regarding cycling and pedestrian linkages etc.</p> <p>c) Recommends that roads objectives be assessed against criteria set out in measure ROAD 1 of draft NTA Strategy.</p>	<p>industry and warehousing.</p> <p>Manager's Recommendation a) No change.</p> <p>Manager's Response (b) A policy will be included in the LAP to reference Chapter 9 of the Draft NTA Strategy.</p> <p>Manager's Recommendation (b) To include a policy at section 7.7.1 ,</p> <p><i>'To have regard to Chapter 9 of the Draft National Transport Authority Strategy' or as amended during the period of this plan regarding cycling and pedestrian measures in Kildare town.</i></p> <p>Manager's Response c) The majority of the roads infrastructure proposed is carried over from previous Local Area Plans, and is intended to provide access to zoned lands, and are in accordance with the criteria set out in measure ROAD 1 of the NTA strategy.</p> <p>Managers Recommendation c) No change</p>
22	Mr Michael Leavy and Mr James Leavy	References roads objectives in Maps 8.2, 7.6(b) and 7.6(c) which appear to remove independent access to the Leavy site Reference is made to a legal agreement entered into with the landowners.	<p>Manager's Response Strategic access points to the SWEA are provided for under the design brief for this area and illustrated on Map Ref 8.2 Transport and Infrastructure objectives. Access points other than strategic points as identified in the LAP may be considered separately and are not</p>

		<p>Magee Barracks lands will act only to serve local needs and will only be permitted if the need is established.</p> <p>3) Requests that restriction to food offering within the Urban Mixed Block in the SWEA does not apply to other parts of the SWEA.</p> <p>4) Highlights a conflict in the zoning matrix K1- Commercial i.e. Kildare Village Retail Outlet Phase 2 convenience shop permitted in principle and comparison shop open to consideration. Requests that comparison shopping be prioritised.</p> <p>5) That the following policy be included:</p>	<p>Guidelines. (April 2012)</p> <p>Manager's Recommendation 2) No change</p> <p>Manager's Response 3)Restriction on food offering be amended to hot food offering</p> <p>Manager's Recommendation Amend section 6.0 C(3) to read as follows : In order to protect the vitality of the town centre only a limited hot food offering as a proportion of the overall development site will be considered.</p> <p>Manager's Response 4) Include separate column in Matrix Table for K1 incorporating changes as proposed.</p> <p>Manager's Recommendation 4) Include separate column in Matrix Table for K1 incorporating changes as proposed.</p> <p>Manager's Response 5) Agreed</p> <p>Manager's Recommendation 5) Include following text in Section 7.6 in paragraph 2</p>
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		<p>“All proposals for development on the South Western Town Centre Expansion Site will be assessed first and foremost on their merits and on a case by case basis with the Design Brief for these lands providing general guidance only”</p> <p>6) Requests that the proposed design brief for the SWTCES include the following:</p> <ul style="list-style-type: none"> • Specific pedestrian access points and routes between Tesco and the Kildare Village Retail Outlet and within all the SWEA. • Provide a second vehicular access point between Tesco and the Kildare Village Retail Outlet Phase 2 lands <p>7) Notes that the provision of the urban park to the west of Abbey Villa House and requests that the following objective be included in the LAP in order to protect the access point on the Monasterevin Road: “Prior to the provision of the Urban Park to the west of Abbey Villa House, consultation will take place with the adjacent land owners.”</p>	<p>after ‘An indicative design brief.... ’ Furthermore all drawings indicate that the proposals are indicative only’</p> <p>Manager’s Response 6) Strategic access points to be provided as outlined in the amended design brief. Note relevant roads objectives have been amended to reflect changes in the design brief.</p> <p>Manager’s Recommendation Refer to amended design brief</p> <p>Manager’s Response 7) The movement strategy for the overall site is provided in the amended design brief and transportation objectives of the plan. Development in the area will be subject to planning consents as appropriate at which stage further submissions maybe made.</p> <p>Managers Recommendation 7) No change</p>
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		<p>8) Requests that the following objective is included in the LAP: “Given the type of comparison retailing provided by the Kildare Village Outlet Centre which creates a destination effect, the Planning Authority will require appropriate car parking levels in order to ensure that the car parking requirements generated by the entire Kildare Village Outlet Centre can be wholly met on site and that overflow or illegal parking in surrounding areas is avoided.”</p> <p>9) Seeks to include signage and corporate branding within SWTCES and requests that objective TO4 be reworded as follows: “To create a design brief, in consultation with relevant stakeholders, retail/commercial operators in the Town and the area committee, for shop fronts and streetscapes that would offer a suggested complementary palate of colours, designs, signage and lettering for property owners.”</p>	<p>Manager’s Response 8) The provision of car parking will be considered in accordance with the provisions of the CDP 2011-2017 (Section 19.6.6).</p> <p>Manager’s Recommendation 8) No change</p> <p>Manager’s Response 9) Not agreed. Section 19.11.12 of the CDP outlines the Councils position regarding advertising, where it is stated that “commercial interests will not necessarily be allowed to use standardised shopfront design, ‘corporate colours’ or materials. Compatibility with individual buildings and with the streetscape is considered to be more important than uniformity between the branches of one company”.</p> <p>Manager’s recommendation 9) No change</p>
24	Kildare Tidy Towns	<p>Key issues identified include: (1) Linkages from KVOC to the historical town centre</p>	<p>Manager’s Response 1) The designation of the South western expansion area and the preparation of the design brief maintain as a</p>

			<p>key focus the provision of greater levels of physical connectivity between the historic town core and the expanding town centre (refer section 7.6).</p> <p>Manager's Recommendation 1) Refer amended design brief</p> <p>Manager's Response (2) The Regeneration of the Magee Barracks site is a key priority in the LAP. A revised design brief has been prepared following submissions to the consultation process.</p> <p>Manager's Recommendation (2) Refer to revised design brief.(Appendix 1)</p> <p>Manager's Response 3) Section 7.7 of the LAP addresses the improvement of transportation infrastructure in the town including public transport, road infrastructure, cycling / pedestrian objectives.</p> <p>Managers Recommendation 3) No change</p> <p>Managers Response 4)Policy UD 10 of the LAP states that it is the policy of</p>
		(2)Development of strategic Magee barracks site	
		(3)Connectivity to and from the town centre and other locations	
		(4)Approach roads and designated new entrance off M7	

		<p>Motorway to include redevelopment of roundabouts in keeping with local heritage, development of parkland close to town centre (MB).</p> <p>(5) Reopening Cherry Avenue link to National Stud feeding into tourism and Natural Heritage agenda.</p> <p>(6) Identifies vision for Kildare to be heralded for its past and built heritage and that shop fronts and facades conform to an aesthetic design brief etc.</p>	<p>the Council <i>“to improve the visual approaches to the town from the M7 motorway and provide well designed entrances to mark the edges of the town centre at appropriate locations that reflect its character”</i>. The provision of a parkland is provided for in the regeneration of the Magee Barracks Site.</p> <p>Managers Recommendation 4) No change</p> <p>Managers Response 5) This is provided for in RIO 10 of the draft LAP.</p> <p>Managers Recommendation 5) No change</p> <p>Managers Response 6) The importance of heritage to the development of Kildare town is recognised throughout the plan. Furthermore an ACA is being prepared for the historic town core which will incorporate guidance regarding shopfronts, facades etc. The ACA will be subject to a separate consultation process.</p> <p>Managers Recommendation No change</p>
25	Alan Kelleher , The Kelleher Clothing Company	<p>Recommends that a detailed retail strategy be prepared for Kildare Town which will require the co-operation of existing stakeholders especially landlords, working co-operatively and guided by a professional detailed retail strategy.</p>	<p>Managers Response A retail strategy for the County was prepared in 2009 and informed the County Development Plan. Section 7.4 of Kildare Draft LAP outlines an analysis of the</p>

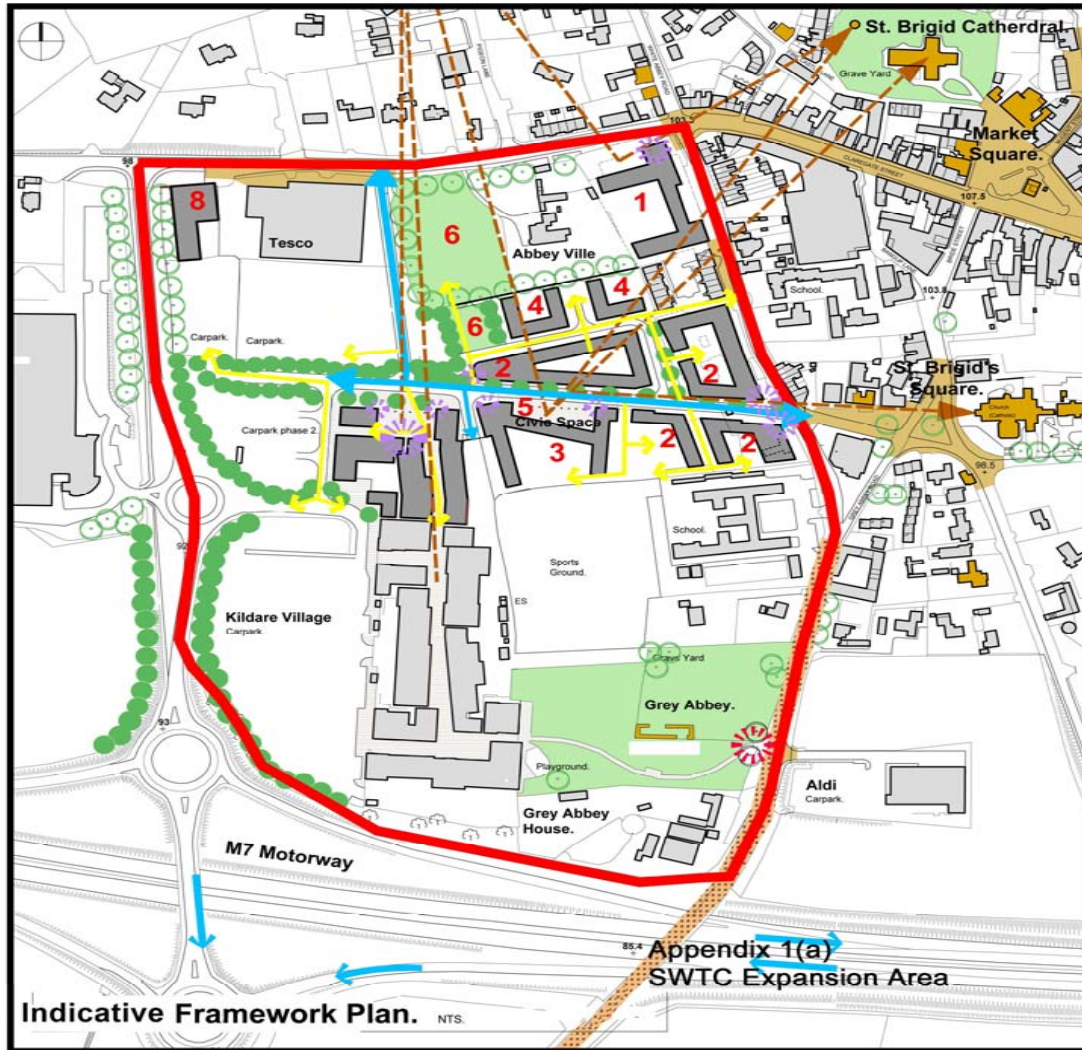
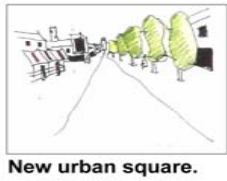
			<p>towns retail profile, a strategy for developing the towns retail profile together with policies and objectives to support same. Any further strategy required at a local level is a matter for the local business community.</p> <p>Managers Recommendation No change</p>
26	<p>Sean Lucy and Associates on behalf of PJ Burke, Hanlons Farm, Maddenstown, The Curragh . Michael O' Byrne Solicitors on behalf of Martyn Burke, Eileen Birkinshaw and Jonathan Burke of Hanlons Fram, Maddenstown, The Curragh.</p>	<p>Requests that zoning of lands at Whitesland east (6.5ha) be reinstated to residential use.</p>	<p>Managers Response Given the proposed reduction in residential units proposed for the Magee Barracks site, it is appropriate that the residential zoning of this site (2.46ha) be reinstated.</p> <p>Managers Recommendation Reinstate residential zoning of the site as C1.</p>
27	<p>Eleanor Floyd, 25 Ruanbeg way</p>	<p>Issues raised relate to flooding, security as dwelling backs onto Magee Barracks and privacy as dwelling is below ground level of the barracks</p>	<p>Managers Response The Kildare LAP has been subject to a detailed Flood Risk Assessment and has been informed by "The Planning System and Flood Risk Management – Guidelines for Planning Authorities". A separate SFRA document has been published in this regard. Furthermore policies (including SW3, SW7, FRM1, FRM2, FRM3 and FRM4) seek to ensure that the issue of flooding is appropriately addressed in the context of</p>

			<p>the future development of the town. Security issues regarding Magee Barracks are not a matter for the LAP. The issue of impact on privacy can be considered as part of a future application on the Magee Barracks site.</p> <p>Managers Recommendation No change</p>
28	J. Fagan & Associates Ltd on behalf of PJ Burke, Hanlons Farm, Maddenstown, The Curragh .	Same landholding as no. 26 above. Requests that zoning of lands be reinstated to residential use.	<p>Managers Response As per 26 above.</p> <p>Managers Recommendation No Change</p>
29	Adrian Carbery, PP Kildare	Requests consideration be given to the provision of a new Catholic School (resulting from the amalgamation of Scoil na Mainistreach De L Salle and Scoil Bhríde Naofa) as part of the development of the town	<p>Managers Response The Planning Authority has consulted with the Department of Education and Skills regarding educational requirements over the period of the plan and have identified a location for two primary schools at Magee Barracks. The draft LAP further identifies 23 ha of land specifically for community and educational use with approximately 18ha remaining undeveloped. The Magee Barracks site could also accommodate further educational demands over the period of the plan.</p> <p>Managers Recommendation No change</p>
30	Thomas Heffernan, Heffernan Tyres	Requests that zoning facilitate provision of a fuel station with convenience store and commercial rental units for a range of	<p>Managers Response The land use zoning applied to this site under the Draft</p>

		retail/ recreation uses.	<p>Kildare LAP is K Commercial (previous zoning of the site was residential /commercial). Under the land use matrix of the draft LAP the proposed uses are either permitted in principle or are open for consideration.</p> <p>Managers Recommendation No Change</p>
31	Councillor Suzanne Doyle	Refers to a number of submissions at pre-draft stage and a variety of planning and development issues.	<p>Managers Response This was submitted previously and considered at pre-draft stage.</p> <p>Managers Recommendation No change.</p>

Appendix 1

Amended Design Briefs



Potential Framework Organisation.

1. Hotel.
2. Retail / Restaurant / Cultural.
3. Theatre / Cinema / Civic use.
4. Town houses.
5. Urban square / civic space.
6. Town Park.
7. Kildare Village phase 2.
8. Commercial Building.

Key symbols:

- Town centre extension site outlined in red:
- Long distance views to be captured:
- Existing Landscape:
- New landscape:
- New Street:
- Access:
- Key Building elevations:
- Improve key entrance:
- New built edge:
- Grey Abbey Road:



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

Kildare Local Area Plan
2012 - 2018
DRAFT

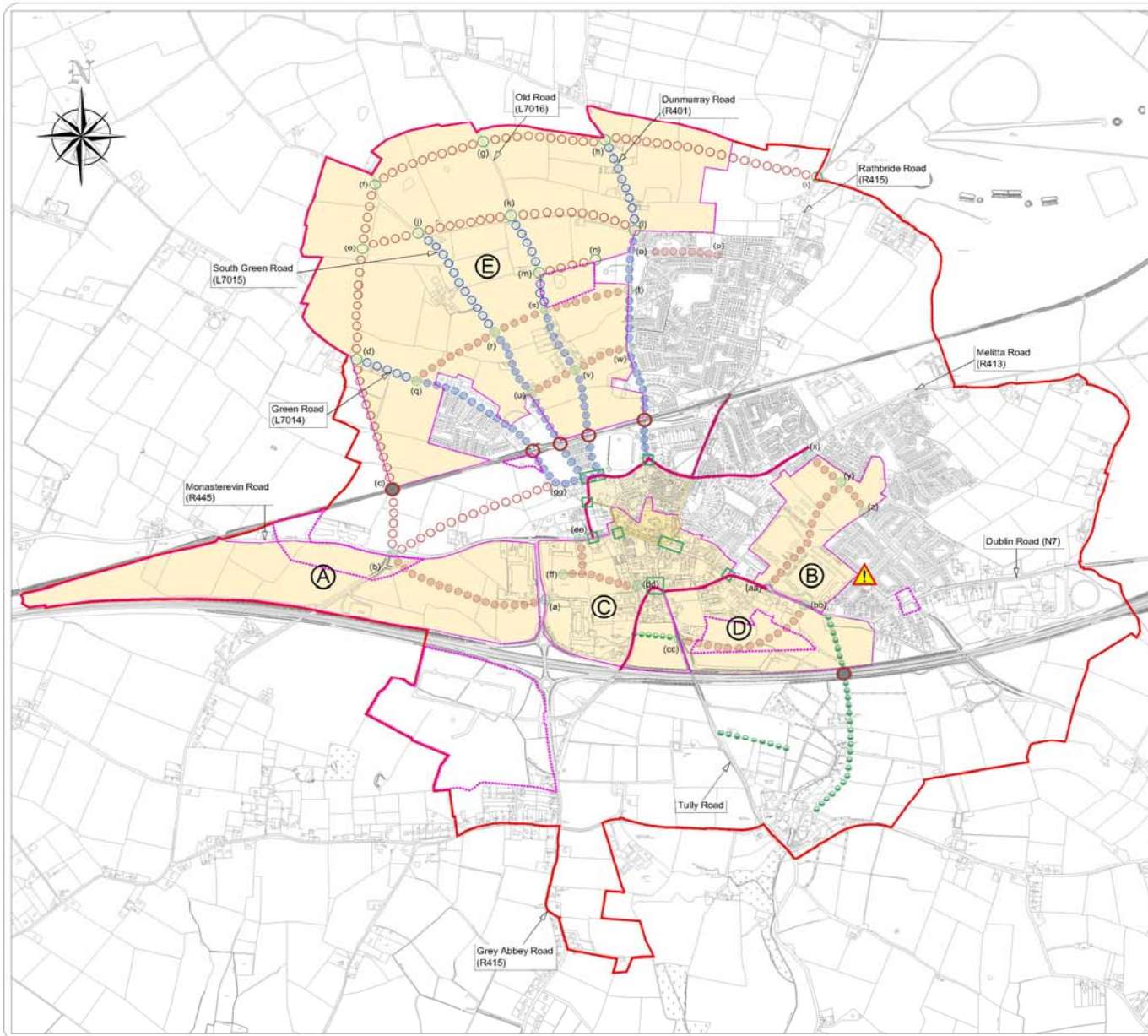
Legend:

- Local Area Plan Boundary 2012
- New roads & streets objectives Phase 1
- New roads & streets objectives Phase 2
- Roads & street improvements Phase 1
- Roads & street improvements Phase 2
- New Junctions Phase 1
- New Junctions Phase 2
- New Cycle / Pedestrian routes
- Northern / Southern link road objectives
- New Rail / Motorway Bridges
- Improvement works to Rail Bridges
- Water Drainage Areas
- Flood Event
- Traffic Cell Objective
- Improvement works to Junctions
- Development proposals for lands outlined thus are to be the subject of site-specific Flood Risk Assessment appropriate to the type and scale of the development being proposed. Ref 7.8.6

Transportation & Infrastructure Objectives

Scale:	N.T.S.	Map Ref:	8.2
Date:	Aug 2012	Drawing No:	200/12/571
Ordnance Survey Ireland. All rights reserved. Licence No.: 201026CCMA (Kildare County Council)		Drawn By: G McGrath	

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



7.6.2 Magee Barracks Design Brief

7.6.2.1 Location, History and Land Use

The Magee Barracks lands are located less than 500 metres to the east side of Kildare's historic core. This site measures c. 26 Ha. (65 acres) in area forming boundaries with the Ruanbeg residential estate to the east, Melitta Park and Melitta Road to the north and the Campion Crescent residential estate to the west. The main entrance gates open onto Hospital Street. In 1998, the barracks closed with all personnel moving to the Curragh Camp. The site remains a symbol of the town's long military history, The remaining elements of the barracks that exist today were built in the 1930's, being one of the first barracks to be built by the Irish Free State. The barracks became an important employer of the town, with 165 army personnel and 30 civilians employed there in 1996.

The Kildare LAP (2002) and the subsequent Magee Barracks LAP (2005) designated this brownfield site for the strategic expansion of the town. Following on from this an urban framework plan was drafted in 2008 setting out a strategy for the delivery of high density housing under the government's 'Affordable Housing Initiative'. Given the downturn in the economic climate and subsequent changes to government policy the draft urban framework is no longer applicable. This LAP has zoned the site as 'Z: Regeneration of Magee Barracks' (refer to Section 8.1.3). This zoning allows for the development of the site for a mix of employment, educational, community and residential uses in accordance with this design brief.



Figure 7.8: Arial Photograph, Magee Barracks Site

7.6.2.2 Vision

Reflecting the strategic importance of the site, this plan allows for the development of a wide variety of appropriate uses including employment, educational, community, cultural and residential uses. The vision for the future development of Magee Barracks will be;

To create a new vibrant community quarter in the heart of Kildare town, which provides a mix of employment, educational, residential and community uses, high quality public realm and open spaces, creating a built environment that reflects both the military history of the site and the existing urban fabric of the town.

The development vision for this site arises from its strategic location to the east of the town centre, its historic context and the need to integrate new development into the existing town fabric thus creating a vibrant urban quarter. The aim of this Design Brief is to support this vision by providing the framework within which new development can take place.

7.6.2.3 Map 7.6(d): Site Appraisal; Magee Barracks Area

(1) Character and Urban Grain

Magee Barracks is characterised by its large size, lack of permeability and open nature. The site contrasts with the smaller blocks/plots and finer urban grain of the town centre and the surrounding housing estates. The remaining military buildings are the site's principal features, most of which are in a poor state of repair. The water tower on the site is a prominent feature in the area. Another strong feature is the band of mature trees surrounding the entrance and fronting onto Hospital Street, and the tree-lined main avenue that gives access to the centre of the site. The northern, eastern and western boundaries of the site are backed onto by residential development and associated pockets of open space.

(2) Site Shape, Levels and Views

The barrack lands are irregular in shape measuring about 800m between Hospital Street and Mellita Road, being 450m at its widest point and 250m at its narrowest. The northern part of the site is open, sloping gently to the north and east. The southern part of the site is quite flat. There are notable differences in levels at a number of points on the boundary of the site with the houses in Ruanbeg Manor being approximately three metres below the level of the barracks site and the residential development at 'The Plains' at a significantly higher level. Views are largely contained within the site with some distant views of the Wicklow Mountains from the Melitta Road end.

(3) Legibility and Permeability

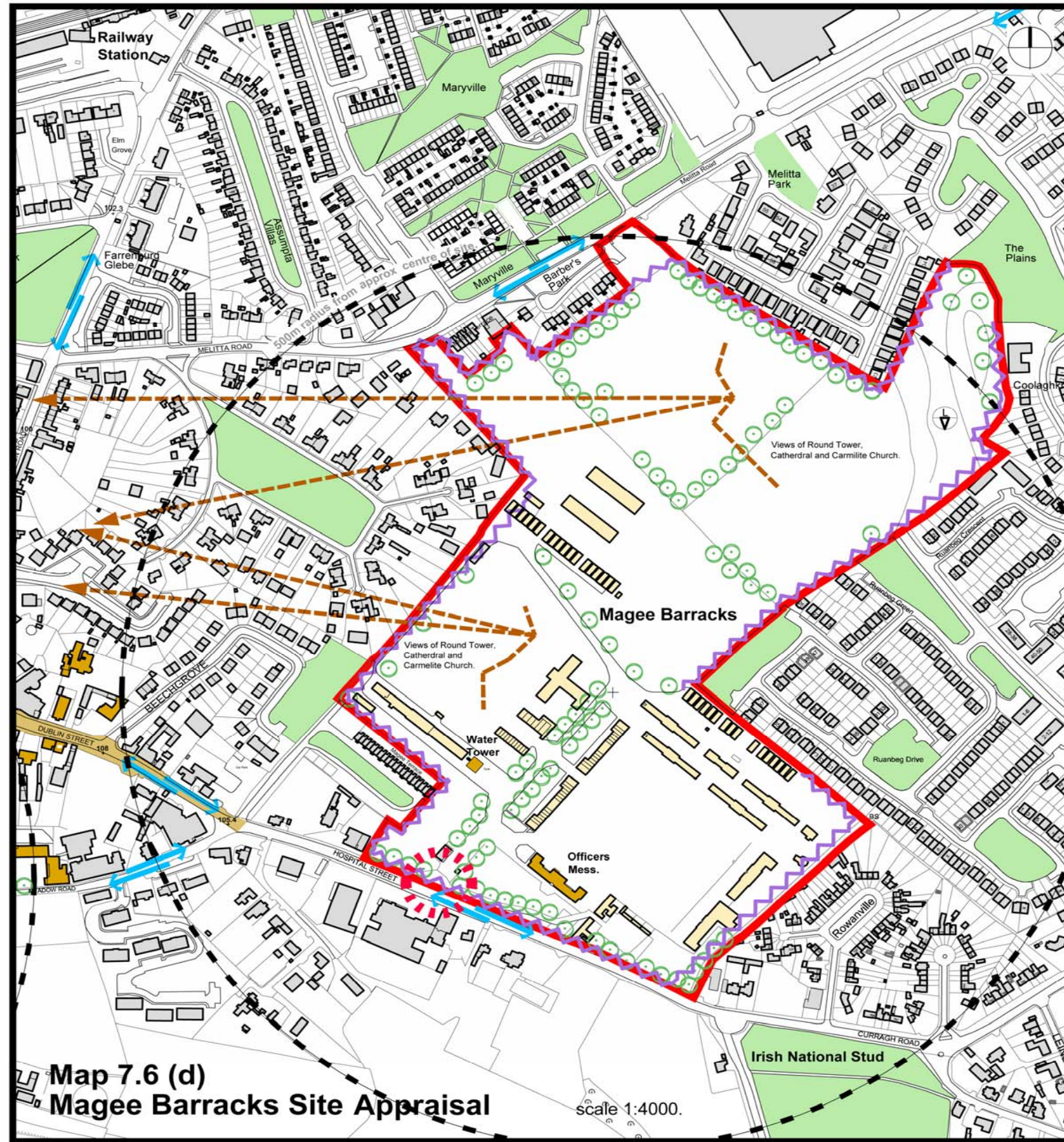
Reflecting its former military use, Magee Barracks is characterised by its lack of permeability. The overall block is largely impermeable and poorly legible. The main entrance and primary frontage onto Hospital Street are the only notable interactions with the surrounding townscape. Although Market Square is less than 500m from the main gate, the site is an island providing no connecting routes with Hospital Street, Melitta Road and the adjoining housing areas.

(4) Built Heritage

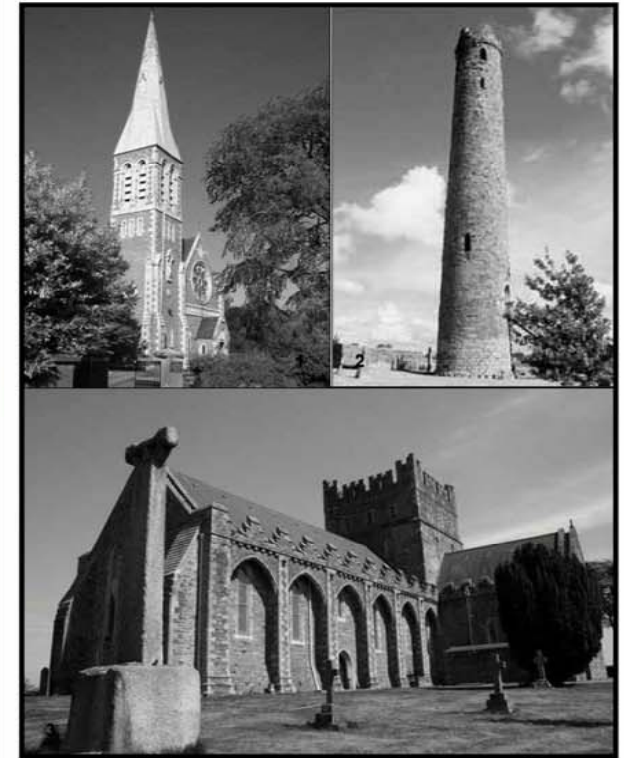
The southern portion of the site still houses various abandoned military buildings centred on the former parade ground. The majority of former military buildings are of low conservation value and most of which are in a poor state of repair. The redundant

Officer's Quarters building and the military entrance gates on Hospital Street are the remaining features of heritage importance but are in poor physical condition.

Existing site fabric.















Images of key buildings that project the skyline from within the site.



Key skyline Buildings:

1. St. Marys Carmelite Church.
2. Round Tower.
3. St. Brigid's Cathedral.

Key symbols:

- Magee Barrack site outlined in red: 
- Buildings of Historical Significance: 
- Abandoned Military Buildings: 
- Key Entrance of Historical merit: 
- Green Spaces: 
- Vecicular movement: 
- Long distance views: 
- Town centre activity: 
- Weak edges: 
- Existing Trees: 
- Contours: 
- Level change of significance: 

7.6.2.4 Map 7.6 (e): Magee Barracks Urban Design Framework

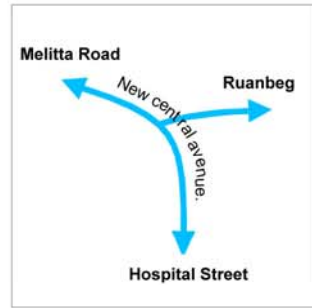
The urban design framework will ensure the successful regeneration of Magee Barracks providing a greatly enhanced, re-imagined and re-defined environment, resulting in vibrant and sustainable, mixed use urban area with employment, living and recreational opportunities set in a greatly enhanced and attractive environment. In line with the vision statement and the policies of the Kildare County Development Plan (2011-2017) the following provides development principles for the future development of Magee Barracks. :

1. **To mend and reconnect the urban fabric in order to increase accessibility and permeability.** Magee Barracks is disconnected and inward looking. The subject site faces difficult challenges unless its fabric is mended and reconnected to the surrounding areas. It is imperative that new connections to the surrounding areas are created as indicated in the Urban Design Framework figure 7.6(e)
2. **To increase commercial and economic activity by facilitating and encouraging enterprise and the creation of employment.** The regeneration of Magee Barracks should provide for economic activity to take place by facilitating and encouraging enterprise and the creation of employment. It is envisaged that this will occur through the development of commercial and enterprise blocks at a location close to the town centre.
3. **To protect the amenity of the adjoining residential areas. Magee Barracks is surrounded by existing established residential areas.** It is imperative that the residential amenity of these dwellings is protected. It is therefore proposed to wrap the established residential areas with new residential development of a similar scale and type to protect existing residential amenity and provide passive surveillance of the public realm.
4. **To provide a range of recreational amenity and community uses for both new residents and the wider town, allowing the new neighbourhood to act as a focal point for social and cultural activities.** Central to this will be the creation of multifunctional facilities that maximise their usability for the community. It is envisaged that the regeneration of Magee Barracks will include the provision of significant elements of public open space and the creation of a neighbourhood park that acts as a focal point for the extended town centre. Other uses include the adaptive reuse of the barracks building (Officer's Mess) as an important gateway element to the Magee Barracks site and the provision of a site for a new primary school(s). The strategy of linking future development to the history of Magee Barracks will help forge a distinct sense of place.
5. **To provide strong physical links and connections to the surrounding areas in order to knit the subject site into its context.** The regeneration of Magee Barracks provides opportunities for new linkages to the surrounding urban fabric. Principal to this is the establishment of a hierarchy of routes linked to two new tree lined boulevards as shown in figure 15.7 in Chapter 15 of the Kildare County Development Plan 2011-2017. These boulevards will connect Hospital Street and Melitta Road with the partially completed Ruanbeg access road. This will significantly increase north-south permeability within the town. An opportunity also exists to extend a number of secondary neighbourhood streets (as per Chapter 15 of the Kildare County Development Plan 2011-2017) and pedestrian routes from the established surrounding residential areas into Magee Barracks in

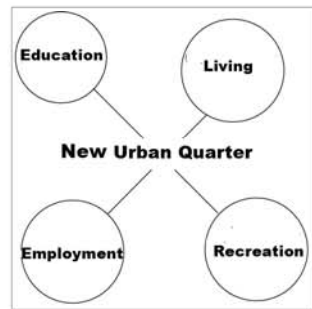
order to increase connectivity and provide safe and direct access to the school, public park and employment hub. This clear hierarchy of routes provides residents with a more direct network of routes into the town centre from outlying residential areas, increasing links with the train station and avoiding congestion.

6. **To provide integration of the new communities with the established communities in the area.** The employment blocks, neighbourhood park, primary school and new streets and linkages will ensure that the new urban quarter is fully integrated into Kildare Town. Central to this is the extension and expansion of existing pockets of open space within the adjacent established residential areas into Magee Barraks. These will provide green links, pedestrian routes and wildlife corridors.

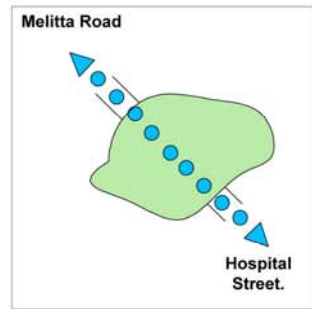
Key Concepts:



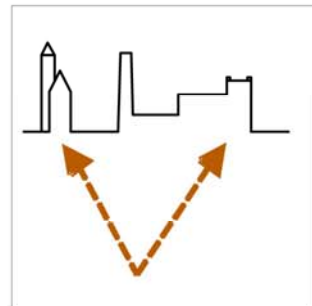
1. Connectivity.



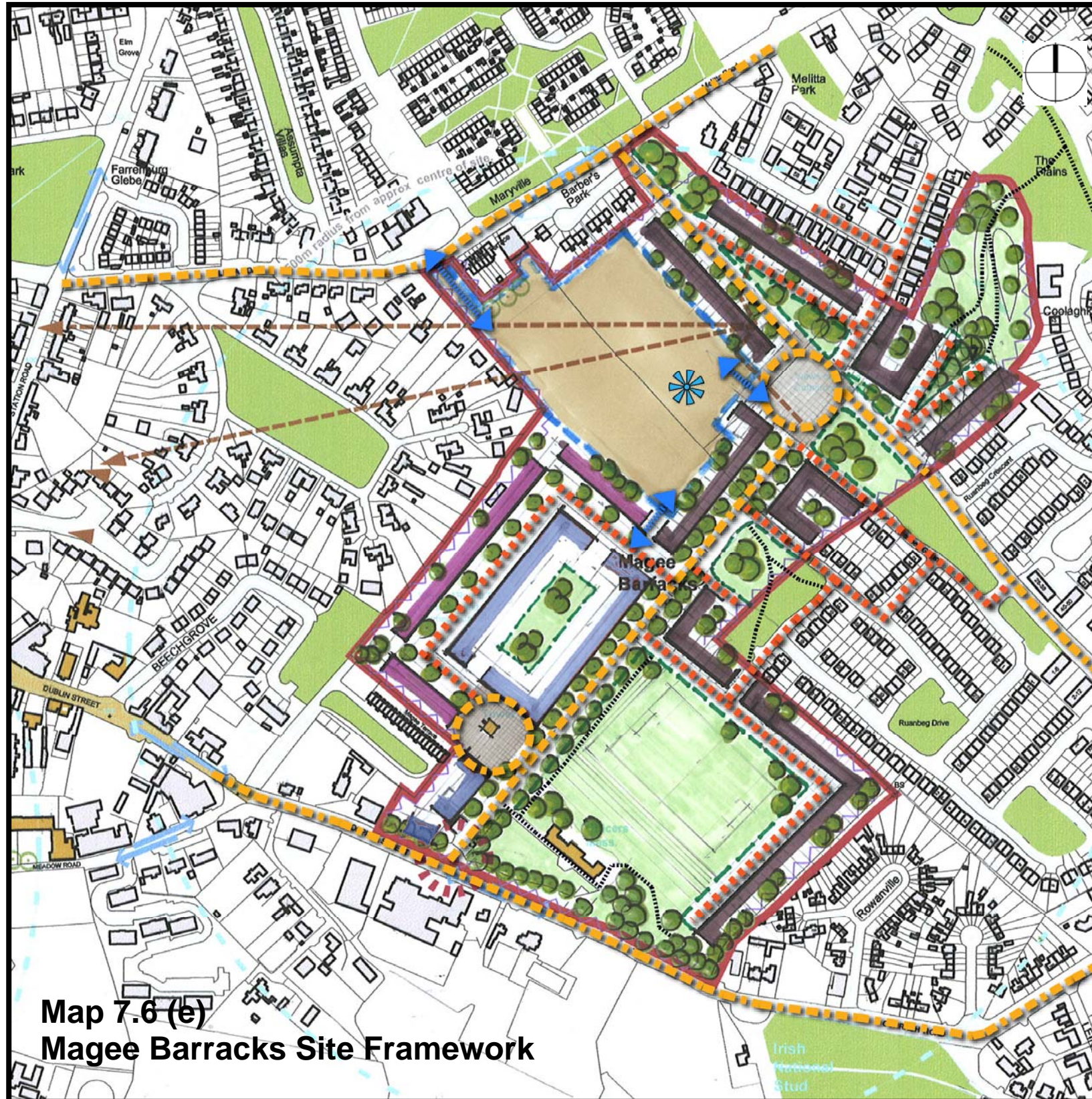
2. New Community Hub.



3. New Public Park.



4. Capture views of skyline.



Key Development Organisation:

1. Primary School / Care for the elderly Block.
2. Officers Mess and Parade Ring Block.
3. Neighbourhood Centre Block.
4. Parkland Block.
5. Ruanbeg Block.

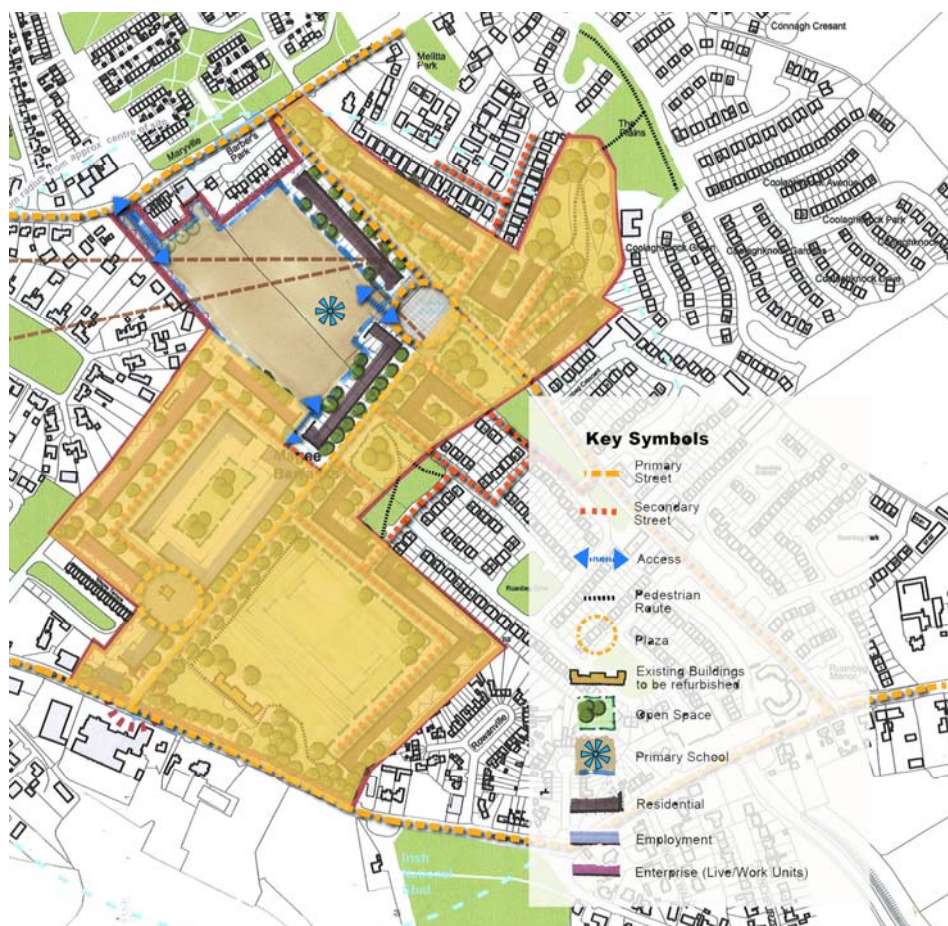
Key symbols:

- Primary Street
- Secondary Street
- Access
- Pedestrian Route
- Plaza
- Existing Buildings to be refurbished
- Open Space
- Primary School
- Residential
- Employment
- Enterprise (Live/Work Units)

7.6.2.4 Implementation and Phasing

It is envisaged that a vibrant new neighbourhood will be created in a phased manner, with strong linkages to the town centre and the surrounding established housing areas. While phasing may be subject to review, significant large scale development will not be permitted in the absence of the delivery of community facilities including the officers mess and public open space provision (10 acres). This new neighbourhood provides for commercial, educational, cultural, community, residential and amenity uses. It is proposed that the development of the site take place in four phases that will be dependent on the availability of infrastructure and services. The following section sets out the phased delivery of a new urban quarter for Magee Barracks. The plan is centred on a hierarchy of routes, opens spaces, community facilities and amenities. New residential areas are developed around this network. Priority is given to the creation of clear urban framework that creates new connections to the surrounding urban fabric. The phased delivery of a mix of development blocks are set out as follows:

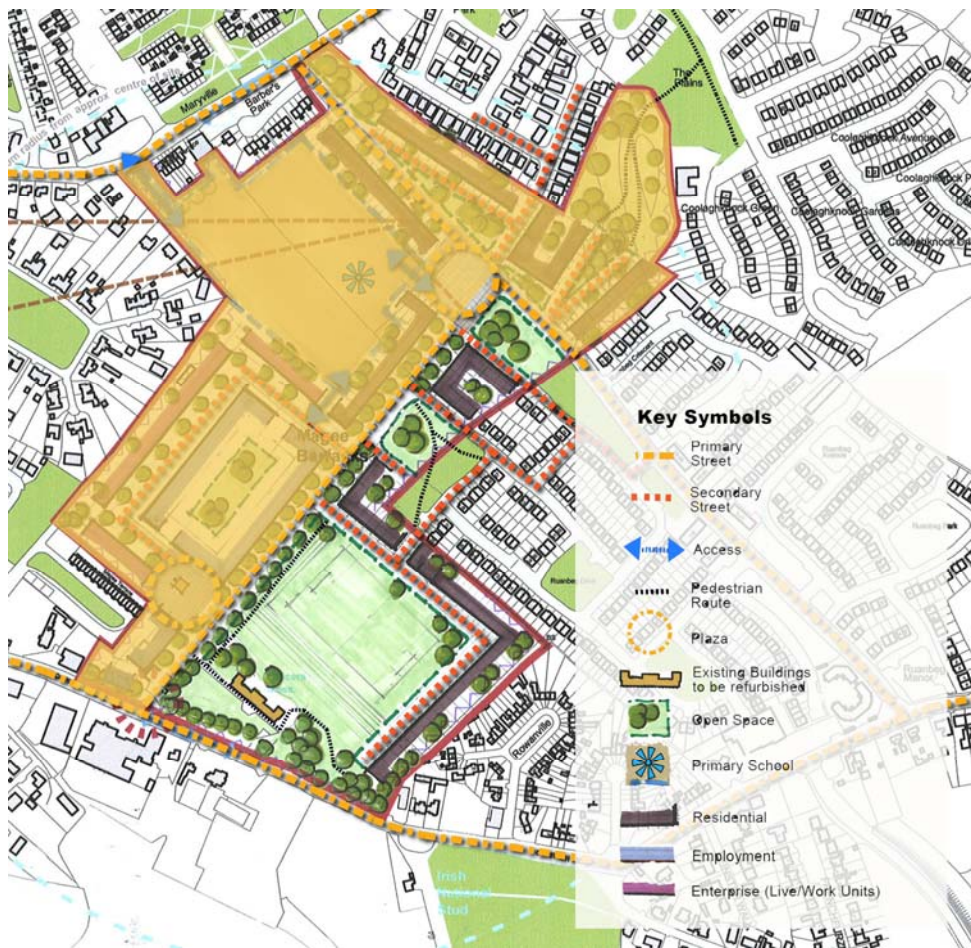
Phase 1 - Primary School Block



The layout and design of this block will be centred on the provision of a primary school and associated active spaces with the remainder of the site being used for residential development. Treelined boulevards provide access to this portion of Magee Barracks and a central plaza at the heart of the community provides a focal point for informal public use, gatherings as well as forming the setting for new homes and the school. Fronting the Plaza the school will be an important community asset Residential development shall be permitted

on the remainder of the site, the main purpose of which is to wrap the side boundaries of the school grounds and eliminate the need for unsightly security fencing.

Phase 2: Officers Mess and Parade Ring Block



The barracks building will mark a primary access point and will include an attractive, landscaped public plaza. It is envisioned that the Officers Mess will be retained and will be reserved to accommodate community/cultural uses including performance arts centre, gallery, multipurpose theatre/lecture hall or similar such facilities. The use of this building will have a tourism and cultural focus accommodating civic and cultural uses, with a study required to determine the requirements of potential users, its viability and issues surrounding its ongoing management.

This Design Brief retains the objective of the Magee Barracks LAP (2005) regarding the provision of community gain proposals. In this regard, a large neighbourhood park of c. 10-acres is provided. The park will provide passive and active recreation spaces and will accommodate playing pitches as well as landscape walks and a playground. The change in level between the Ruanbeg estate and Magee Barracks provides an opportunity for terracing around playing pitches which may also be used as an amphitheatre when needed for out door performances.

The remainder of the site will accommodate residential development wrapping the surrounding existing residential areas with housing of a similar scale and type which will front onto open space thus providing passive surveillance of the public realm.

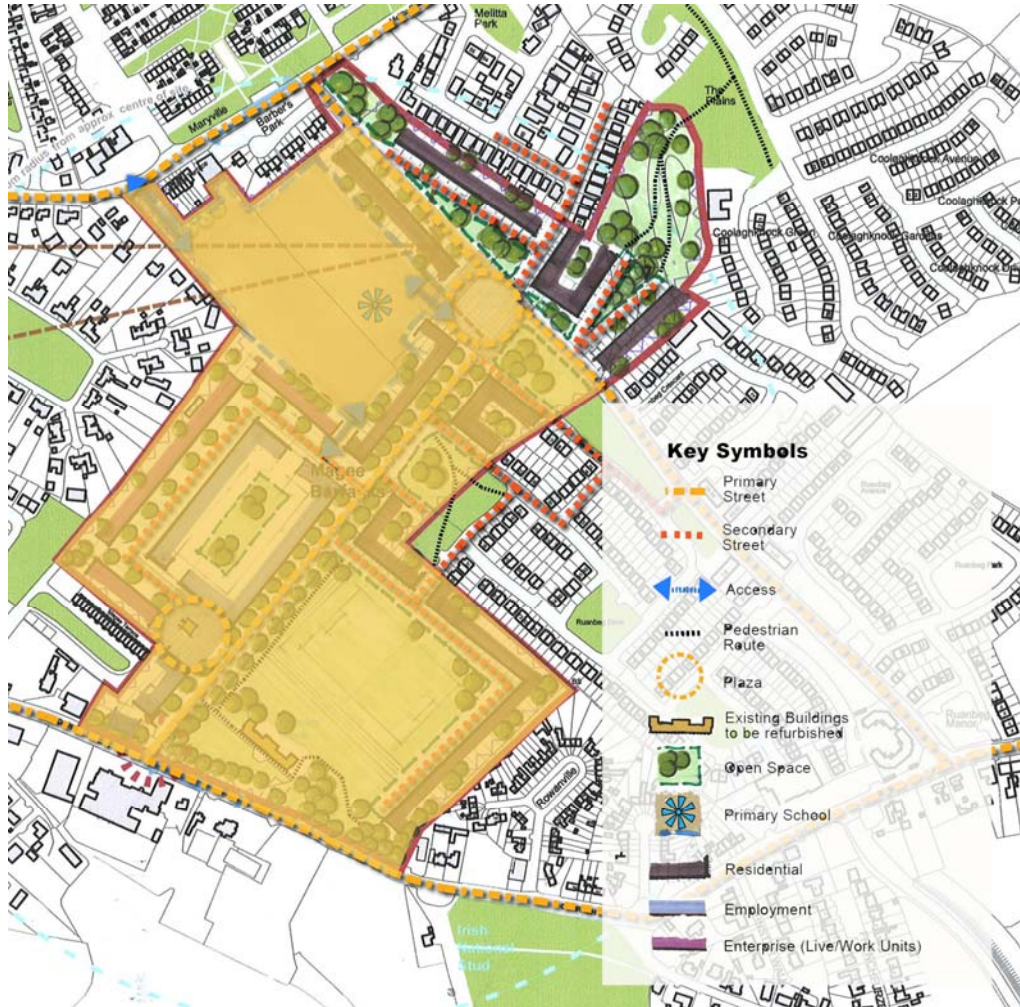
Phase 3: - Employment and Enterprise Block



This phase of development shall comprise employment and enterprise blocks and is located to the west of the boulevard facing the public park. It is envisaged that development blocks will facilitate offices, workshops, studios and limited shopping to support the new community. Active frontages at ground floor level should occur along the boulevard and Hospital Street which should include a good range of uses including neighbourhood shops, restaurant and cafés, a medical clinic or similar (e.g. physiotherapist clinic), own door offices and other local neighbourhood facilities. It is envisaged that live/work units will be permitted along the boundary of the site backing onto of Magee Terrace, Champion Crescent and primary school. The live/work units should accommodate start-up business, workshops as well as home offices and be of a scale similar to the established adjacent residential areas.

The existing water tower should be retained and refurbished and form a focus for the surrounding public space, providing a sense of place and character for the area.

Phase 4: - Parkland Block



This block comprises residential development wrapping the surrounding existing residential areas with housing of a similar scale and type which will front onto the boulevard and public open space thus providing passive surveillance of the public realm. This phase of development will facilitate the provision of continuing care facilities for the elderly, providing a mix of options including; own homes (specifically designed to meet the needs of elderly people), sheltered housing, day-care facilities, a nursing home and specialised care units. The overall layout and design shall take account of level changes on the site and shall be suitable for their stated purpose, integrating within the wider community while providing a safe environment for residents with good design across all tenures. The overall development should also design for enhanced home security and energy conservation, including improved heating systems and insulation.

Views and vistas to surrounding landmarks such as St. Brigid's Cathedral and round tower should be provided for within the public realm.

The following table estimates the potential numbers of residential units that may be accommodated within the proposed design brief. The actual final numbers of residential units will only be determined following detailed design and planning considerations for the development of each phase.

Phase	Approx no. of Units
1. Primary School Block	32 ¹
2. Officers Mess and Parade Ring Block	67 ²
3. Commercial and Enterprise Block	*
4. Parkland Block	62
Total	161 no residential units * potential for live/work units

The indicative framework plan is provided for illustration purposes only, demonstrating how the site organisation can be used to create a new street pattern, sympathetic to the pattern of the historic core using a mix of building uses and types to create a vibrant new area.

¹ An estimated 3 ha is reserved for a primary school site.

² An estimated 1.5 ha is reserved for community and cultural uses.

Revised land use zoning / Phasing arrangement for Kildare Local Area Plan arising from submissions received during first phase of public consultation (Refer Submission no's 19,20, 26, 28

In line with the unit targets set out in the County Settlement Strategy, the new housing unit target for Kildare town for the period of this plan equates to 1,794 units.³ This unit target includes at total 1,255 residential units which currently have valid planning permission but have not been built to date. Given that these planning permissions remain valid these lands will remain zoned for residential purposes within this plan. The following table sets out the location, land use zoning, site size and units permitted on these 10 sites (totaling 50.2 ha. of lands). The quantum of land required to meet the remaining unit target of 539 units will be dependent on the location and density of development.

Location	Land Use Zoning (Map 8.1)	Site Size (HA)	Unit Quantum Granted
Dunmurray Road	C1	4.8	98
Southgreen	C1	8.6	245
Southgreen	C1	7.4	211
Southgreen	C1	1.1	13
Monasterevin Road	C1	2.7	75
Nurney Road	C1	8.5	216
Tully Road	C1	0.8	18
Ruanbeg	C1	9.4	239
Ruanbeg	C1	2.8	30
Mellitta Road	C1	4.1	110
Total	-	50.2	1,255

Table 10: Sites with valid planning permissions zoned for residential purposes within this plan.

Arising from the submissions received a revised design brief has been prepared for the Magee Barracks site providing for c. 161 residential units.

³ Refer to Section 3.4 of this plan for further details

This reduction in units provision provides greater flexibility regarding the zoning of other lands within the town. Additional lands zoned are highlighted in the following table and in the accompanying map:

Location	Land Use Zoning (Map X)	Site Size (HA)	Average Density (units per Ha)	Unit Quantum (Granted/Estimate)
Tully Road	C1	8.4	20	168
French Furze Road	C1	0.8	20	16
Magee Barracks	Z	25.1	Mixed Use Site	161
South Green	C1	5.3	20	106
Maddenstown	C1	2.46	20	48
Whitesland East	C1	2	20	40
Total	-	44.06	-	539

A total of 16 sites have therefore been zoned for Phase 1 residential development

