

Áras Chill Dara,
Páirc Devoy,
An Nás,
21st April 2017

MEETING REPORT

A special meeting of the Celbridge - Leixlip Municipal District will be held at 9.00 am on Wednesday 26th April 2017, in the Council Chamber, Áras Chill Dara, Devoy Park, Naas.

The purpose of the meeting is to consider the Draft Celbridge Local Area Plan 2017 – 2023 and Chief Executive's Report on Submissions and Observations, March 2017. Members may make or amend the Plan, in accordance with the recommendations set out in the Report, or otherwise.

This Report sets out the Agenda Items, including Material Alterations proposed by the Chief Executive, Councillors' Motions and the Response and Recommendation of the Chief Executive to each Motion.

Item No.	Draft Celbridge Local Area Plan 2017-2023 and Chief Executive's Report
1	To note the Draft Celbridge Local Area Plan 2017-2023 and Chief Executive's Report on the submissions received to the Draft Celbridge LAP, dated 16 th of March 2017 (previously circulated).

Chapter 1 Introduction

Item No.	Chief Executive's Proposed Material Alteration
2	<p>Proposed Alteration No. 1: Add bullet point to end of Section 1.6:</p> <ul style="list-style-type: none"> • <i>Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012)</i>

Chapter 3 Vision for Celbridge

Item No.	Chief Executive's Proposed Material Alteration
3	<p>Proposed Alteration No. 2: Amend the strategic vision: To promote the sustainable growth of Celbridge as a Moderate Sustainable Growth Town, recognising its strategic position in North Kildare within the Metropolitan area of Dublin. In this context, the plan will seek to support population growth that is based on the capacity of physical and social infrastructure in a plan led approach; to support <i>and enhance</i> quality of life for existing and future populations, to protect and enhance the significant built and natural heritage assets of the town; to support economic development that is based on local strengths including heritage and tourism; to promote sustainable movement and identify opportunities to enhance connectivity; and to identify opportunities for the delivery of supporting infrastructure, facilities and amenities.</p>

Item No.	Motions	
4	<p>Motion - Cllr Íde Cussen That the CDP Core Strategy be amended to remove some of the designated percentages from Celbridge for the lifetime of this LAP.</p>	<p>Response: The County Development Plan Core Strategy allocates growth targets to all towns, villages, settlements in County Kildare. The 10% growth allocation for Celbridge (3250 units), as established in the recently adopted Kildare County Development Plan 2017-2023, is based on its status as a Moderate Sustainable Growth Town under the Regional Planning Guidelines and its position within the</p>

		<p>Metropolitan Area of Dublin.</p> <p>The Local Area Plan is required to be consistent with the Core Strategy of the Kildare County Development Plan 2017-2023 and as such, growth allocations cannot be reconsidered through the LAP process.</p> <p>Recommendation: No change.</p>
<p>5</p>	<p><u>Motion - Cllr Brendan Young</u> Amend 3.2 Strategic Objectives, final bullet point: To phase new development to ensure that it occurs in an orderly and efficient manner in accordance with proper planning and sustainable development. <i>Provision of all infrastructure required by town centre extension Key Development Areas will be enforced prior to commencement of any commercial or residential development on the sites and provision of infrastructure for the residential Key Development Areas will be enforced in pro-rata portions with each portion relating to at most 50 houses being completed before construction can commence on the next 50 houses.</i></p>	<p>Response: The Strategic Objectives set out in the Draft LAP for Celbridge are strategic or overarching in nature and it was not considered appropriate that they would set specific parameters for development. Infrastructure phasing requirements are addressed in detail in Section 13.5.1 of the Draft Plan.</p> <p>Recommendation: No change.</p>

Chapter 4 Compliance with Core Strategy

Item No.	Motions	
6	<p>Motion – Cllr Íde Cussen KDA1: Masterplan to be provided.</p>	<p>Response: Agreed. The LAP Section 12.2.1, stipulates that development in KDA 1 shall be supported by a Masterplan.</p> <p>Recommendation: No change.</p>
7	<p>Motion – Cllr Brendan Young KDA1 St Raphael's / Oakley Park Amend masterplan to indicate 180 housing units at St Raphael's (5.1Ha of 9Ha zoned for housing, of a 10.3Ha site). Indicate retention of existing swimming pool or its reconstruction for public use. Indicate 10% of housing to be specifically designed for older people. Indicate recreational facilities for both younger and older people. Indicate requirement to provide at least four family units designed specifically as a women's refuge to serve North Kildare.</p>	<p>Response: The zoning objective supports the continued use of the site for community and educational purposes, including the uses identified in the motion and also supports new retail, office, residential, community and amenity uses.</p> <p>The LAP (S12.2.1) stipulates that development in KDA 1 shall be supported by a Masterplan to ensure the coordinated development of this town centre site. However, it is considered contrary unduly restrictive to apply the requirements outlined in this motion to lands that are in private ownership. The alterations if applied have the potential to impact adversely on the development potential of the land.</p> <p>Recommendation: No change.</p>

8	<p><u>KDA 2 DONAGHCUMPER</u> Motion – Cllr Anthony Larkin That KDA2 Donaghcumper Town Extension is deleted in its entirety. That Donaghcumper Demesne is zoned high amenity.</p>	<p>Response: The Donaghcumper (KDA 2) lands are considered to represent an important edge of town centre site. These lands were identified in the Draft LAP in order to protect and enhance the retail and commercial function of the historic town centre. The Donaghcumper lands are considered to offer an excellent opportunity for town centre expansion in Celbridge given their strategic location in proximity to the Main Street and the potential to provide a pedestrian link and a new street connecting the Main Street to St. Wolstan’s Shopping Centre (Supervalu), thereby integrating development to east / west of the Liffey into the town core.</p>
9	<p>Motion – Cllr Íde Cussen 12.2 That KDA2 Donaghcumper be removed from the LAP and revert to Open Space and Amenity.</p>	<p>The extent of the town centre extension lands has been reduced from previous LAPs following a review of the historic landscape of Castletown, Donaghcumper and St. Wolstan’s demesnes, the boundary of the River Liffey Valley character area as defined in the Kildare CDP and the characteristics of the site. While the identified town centre lands form part of the Donaghcumper demesne, they do not form part of the designed parkland historically associated with Donaghcumper House and are not considered a key part of the ‘gothic’ landscape along the River Liffey or the landscape setting of the historic houses at Castletown and Donaghcumper.</p>
10	<p>Motion – Cllr Kevin Byrne Donaghcumper Demesnes land KDA2: The zoning of KAD2 be changed from A - Town Centre to F2 - Strategic Open Space and so increase the tourist benefit of the Castletown/ Donaghcumper tourist attraction to the main street of Celbridge.</p>	<p>It is considered that the lands to the west of Donaghcumper House have the capacity to absorb development without undermining the character of the town and the surrounding demesnes.</p>
12	<p>Motion – Cllr Íde Cussen That *KDA2 is removed from Table 4.1 Estimated Residential Capacity. Refer to removal of Residential zoning from KDA. *Consequential amendments to occur throughout the LAP.</p>	<p>A significant area of strategic open space is proposed along the River Liffey and is largely consistent with the River Liffey Landscape Character Area as defined in the Kildare County Development Plan whilst having been rationalised with regard to site-specific characteristics at Donaghcumper such as contours and gradient. The Strategic Open Space zoning can be extended to reflect the extent of lands in public ownership in Donaghcumper.</p> <p>Recommendation: To extend the extent of lands zoned “F2” in the vicinity of Donaghcumper House to reflect lands in public ownership.</p>

<p>11</p>	<p><u>KDA 2 DONAGHCUMPER</u> Motion – Cllr Brendan Young KDA2 Donaghcumper Development at Donaghcumper will be subject to a masterplan, including flood risk assessment and full public consultation. The masterplan will proceed only if it can be shown, from examples of similar developments in Ireland that such development can demonstrably contribute to the recovery of town centres similar to Celbridge. Indicate priority for housing rather than retail; indicate plaza-style public open space, pedestrian priority and 10% of housing specifically designed for older people. Road access opposite entrance to Supervalu car park to be for delivery only.</p>	<p>Response: The Draft LAP provides significant guidance in relation to permissible land uses and design guidance (S12.2.3) under the headings of connectivity and movement, built form, landscape and spaces. This is considered to provide an adequate framework for future development. All other matters can be adequately addressed through the Development Management process.</p> <p>The identification of suitable edge of town centre sites that can support town centre expansion is consistent with government policy detailed in the Retail Planning Guidelines DECLG (2012) and the accompanying Retail Design Manual, based on international best practice.</p> <p>It is considered contrary to the zoning objective and unduly restrictive to apply restrictions on the mix of uses on lands that are in private ownership.</p> <p>Recommendation: No change.</p>
-----------	--	--

13.	<p>Motion – Cllr Íde Cussen KDA 3 – Ballyoulster That the Estimated Residential Capacity remain at 885.</p>	<p>Response: The submission of the National Transport Authority (NTA) raises concerns regarding the density of development proposed in the LAP. The NTA request that the Plan should aim to provide the higher end of the guidelines density range in areas served by public transport.</p>
14	<p>Motion – Cllr Íde Cussen 12.2.4 KDA 3 - Ballyoulster That estimated density for KDA3 Ballyoulster be retained at 30.</p>	<p>The Sustainable Residential Development in Urban Areas Guidelines (S5.11) state that the greatest efficiency in land usage on outer suburban / greenfield lands will be achieved by providing net residential densities in the general range of 35-50 dwellings per hectare and such densities should be encouraged generally. Development at net densities less than 30 dwellings per hectare should generally be discouraged in the interests of land efficiency, particularly on sites in excess of 0.5 hectares.</p>
15	<p>Motion – Cllr Íde Cussen That this site will accommodate medium to low-density residential development in the order of 30 units per hectare. Remove “however, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable”.</p>	<p>It is recommended that the estimated densities contained in revised Table 4.1 Proposed Material Alteration No. 5 below (Item No. 50 on agenda) are consistent with national policy and should be adopted. No change should be made on foot of motions 13, 14 and 15. It should be noted that these densities are indicative and that the density of development and number of units permissible will be determined at detailed design stage based on a full assessment of site characteristics, local sensitivities and national policy in relation to density.</p> <p>Recommendation: No Change.</p>
16	<p>Motion – Cllr Brendan Young Increase residential land quantum in Ballyoulster into Loughlinstown, approximately as far as the line of the overhead power line, to indicate a total of 1150 units.</p>	<p>Response: This option was considered. There are concerns that the presence of power lines and individual properties would militate against coordinated development in the area and that it would be preferable to consider this area in conjunction with future master planning at Hazlehatch.</p> <p>Recommendation: No change.</p>

17	<p>Motion – Cllr Íde Cussen KDA 3 – Ballyoulster That a car park site for Donaghcumper Cemetery be identified in KDA3.</p>	<p>Response: This is considered to be unduly specific. The zoning objective Community and Educational allows for an ancillary car park to be provided. Recommendation: No change.</p>
18	<p>Motion – Cllr Brendan Young Oppose reductions to cemetery dimensions in CE Amendments.</p>	<p>Response: This LAP includes a significant proportion of Community and Educational lands at Ballyoulster to provide for cemetery extension, a primary and post primary school and other community uses. The Councils Environment Section and the Department and Education and Skills, have been consulted in relation to the extent of the area identified and both have confirmed that the lands identified are adequate to meet their requirements. Recommendation: No change.</p>
19	<p>Motion – Cllr Brendan Young Increase the C&E land quantum along the Dublin Rd to the east of the cemetery as far as the Veolia / brewery building and back to the Shinkeen River, to provide for shared-use playing fields for the schools and new housing in KDA3 Ballyoulster.</p>	
20	<p>KDA 4 – OLDTOWN Motion – Cllr Brendan Young KDA4 Oldtown Mill: Amend with statement: <i>Indicate 200 housing units on Oldtown Rd – Shackleton Rd and the infill phase of Oldtown Mill estate, unless a full transport impact assessment relating to Shackleton Rd – Maynooth Rd, Shackleton Rd – Aghards Rd – Maynooth Rd, and Shackleton Rd – Church Rd. demonstrates that there is sufficient capacity in the local road network to accommodate the expected car traffic from more than 200 units. The maximum number of units will be determined by the outcome of the transport impact assessment.</i></p>	<p>Response: MTO 3.4 of the Draft LAP requires a Traffic Impact Assessment (inc. Mobility Management Plan) for all major traffic generating developments. The need for a Traffic Impact Assessment and the capacity of the network to accommodate development will be determined on a case by case basis through the Development Management (DM) process. Recommendation: No change.</p>
21	<p>Motion – Cllr Brendan Young No development to proceed in KDA4 until upgrades of drinking water supplies and wastewater services to the area are completed.</p>	<p>Response: Developments that propose to connect to the public water supply and wastewater services networks will be subject to a condition of permission that requires the developer to attain a connection agreement from Irish Water prior to the commencement of development. The granting of a connection agreement is a matter for Irish Water, and will take account of the capacity of existing networks to accommodate the development. Recommendation: No change.</p>

23	<p>Motion – Cllr Bernard Caldwell To zone serviced lands at Crodaun (KDA5) "C" New Residential and build approximately 400 houses in this area.</p>	
24	<p>Motion – Cllr Brendan Young KDA5 Crodaun - Reduce indicated housing unit numbers to 350; Oppose CE's amendment for zero housing at Crodaun.</p>	<p>The submission of The Department of Housing, Planning, Community and Local Government referenced the focus of development in the Draft LAP to the north of the town, where additional housing is likely to add to additional car based commuting, and instructs that growth be shifted to the south where there is a higher degree of public transport.</p>
25	<p>Motion – Cllr Kevin Byrne Reject the Chief Executives proposal to remove the zoning of lands at KDA5 Crodaun. Should the inclusion of KDA5 require reduced zoning at Simmonstown the lands outlined in orange on Land Use Zoning Map A of the CE's Report, 16th March 2017 should be zoned "I" Agriculture.</p>	<p>In response to the request set out in the submission from the Department of Housing, Planning, Community and Local Government (and other statutory submissions) the Chief Executive proposes to reduce the extent of residentially zoned lands to the north of Celbridge and to shift this growth to south.</p>
26	<p>Motion – Cllr Michael Coleman Object to the CE's report regarding proposed Alteration No. 30 to delete Section 12.2.6 KDA 5 Crodaun (Maynooth Road Gateway). I propose that Section 12.2.6 KDA 5 Crodaun be zoned 'C' New Residential as per draft Celbridge Local Area Plan with the addition of CEO's report 5.12 KDA5 (SUB. 267).</p>	<p>It is proposed to reduce the quantum of residential zoning in KDA 4 Oldtown from 47.5 ha (1425 units) to 13.5 ha (411 units). The proposal to retain some residential growth at this location takes account of the capacity of the lands to delivery housing in the early stages of the LAP, the proximity of the lands to the town core and to retail, community and educational facilities and to existing road and drainage infrastructure at this location.</p>
27	<p>Motion – Cllr Anthony Larkin That lands identified at Applegreen roundabout (KDA5) at western approach in draft plan as new residential be reinstated to C - New Residential in proposed material alterations and lands designated as F - Open Space and Amenity in Draft LAP be reduced to a small buffer from road and zoned New Residential in material alterations. Also lands Zoned as I- Agriculture in material alterations plan be zoned as F - Open Space and amenity.</p>	<p>It is proposed to omit KDA 5 Crodaun in its entirety. These lands are more peripheral to the town core and retail, community and educational facilities in Celbridge.</p> <p>Recommendation Adopt CE's Proposed Alteration No. 8 - Cradun.</p>
28	<p>Motion – Cllr Íde Cussen RE: Submission 267 (KDA5) Crodaun I wish to support this submission.</p>	
29	<p>Motion – Cllr Íde Cussen That KDA5 Crodaun remain Table 4.1.</p>	

<p>22</p>	<p>Motion – Cllr Kevin Byrne That a masterplan be prepared for the land located on the eastern side of Celbridge to include a link road within the lifetime of the plan as per the map supplied.</p>	<p>Response The proposal to increase the extent of new residential zoning in the Simmonstown area is in response to the issues raised in Statutory Submission inc. submissions from the Department of Housing, Planning, Community and Local Government, the NTA and TII.</p>
<p>30</p>	<p>Motion – Íde Cussen KDA 6 – Simmonstown That *KDA 6 (which has the highest number of potential housing units) be removed from the LAP at this stage until further scoping is carried out that gives a masterplan with a level of detail that gives additional and detailed information. In tandem with this the potential of lands in the vicinity of Hazelhatch/Celbridge rail station would be explored (during the life of this plan) in order that we would then be in a position to make an informed decision between one or the other for a KDA and incorporate or eliminate same via a public consultation and material alteration into the LAP at that stage. *Consequential amendments to occur throughout the LAP.</p>	<p>The area is sequentially close to the Town Centre and is suitable for housing development, subject to transportation upgrades that include the provision of a new river crossing and associated link roads.</p> <p>It is agreed that a masterplan would assist in ensuring the coordinated delivery of housing and infrastructure. It is therefore recommended that the Proposed Material Alteration relating to Simmonstown on the Land Use Zoning Map is adopted and that Motion 31 is adopted.</p> <p>Recommendation: Adopt CE’s Proposed Material Alteration 10 - Simmonstown and Insert new Objective in Section 12 under KDA Design Brief as follows:</p>
<p>31</p>	<p><u>KDA 6 – SIMMONSTOWN</u> Motion – Cllr Michael Coleman KDA 6 Simmonstown That a Masterplan should be developed before any residential zoning takes place. The Masterplan will be required to: 1. Set out a detailed roads and infrastructure strategy for the development as a whole to include upgrading of existing roads and the construction of new roads. This strategy will be informed by a detailed traffic assessment to ascertain the extent of development that could be supported by particular upgrading works. 2. Include detailed phasing proposals and an implementation strategy. 3. Have regard to Sustainable Residential Development in Urban areas (2009) and it’s companion document Urban Design Manual</p>	<p><i>Development in KDA 6 Simmonstown shall be subject to a Masterplan, prepared prior to the commencement of any development. The Masterplan will be required to:</i></p> <ol style="list-style-type: none"> <i>1. Set out a detailed roads and infrastructure strategy for the development as a whole to include upgrading of existing roads and the construction of new roads. This strategy will be informed by a detailed traffic assessment to ascertain the extent of development that could be supported by particular upgrading works.</i> <i>2. Include detailed phasing proposals and an implementation strategy.</i> <i>3. Have regard to Sustainable Residential Development in Urban Areas Guidelines of Planning Authorities, DECLG (2009) and its companion document Urban Design Manual.</i> <i>4. Include an appropriate level of community infrastructure to support development.</i> <i>5. Provide public open space at a minimum rate of 15% of the total site area.</i>



	<p>4. Include an appropriate level of community infrastructure to support development.</p> <p>5. Provide public open space at a minimum rate of 15% of the total site area.</p>	
34	<p>Motion – <u>Cllr Íde Cussen</u> That KDA6 Simmonstown be removed from Table 4.1 pending preparation of a Masterplan.</p>	
32	<p>Motion – <u>Cllr Brendan Young</u> KDA6 Simmonstown Reduce indicated housing unit numbers to 200 and accordingly reduce land quantum to be zoned residential. Abandon school proposal unless child numbers in the area indicate the need for a new school. Indicate provision of public playground with access from Callendars Mill.</p>	
33	<p>Motion – <u>Cllr Brendan Young</u> Vehicular access from KDA6 onto Ardclough Rd only – not through Hazelhatch Park estate. Oppose CE’s amendment for increased housing at KDA6 Simmonstown.</p>	<p>Response New street connections shown on Map 8.1 will be phased in conjunction with new development to provide access to new communities and increase connectivity in the transport network. The objectives shown on Map 8.1 including the connection into Hazelhatch Park are considered necessary to support the future growth and development of Celbridge and to provide a more connected street network. New connections must be designed in accordance with DMURS, with a preference for a greater number of “streets” that accommodate cars, pedestrian and cyclists within residential areas. To omit key connections such as this one, will reduce connectivity within the overall transport network and militate against sustainable modes such as walking and cycling.</p> <p>Recommendation No change.</p>

<p>35</p>	<p>New KDA7 Loughlinstown – Elm Hall Motion – Cllr Brendan Young Zone approx. 54Ha east of the Shinkeen River and south of Ballyoulster as far as Hazelhatch Station for residential development, subject to a masterplan and premised upon successful completion of flood prevention works, which incorporate appropriate buffer zones. Indicate up to 1,400 housing units; public transport and pedestrian priority. Indicate 'mid-week' retail neighbourhood centre, recreation and childcare facilities. Commence outline masterplan, integrated into Ballyoulster development plans, as part of the implementation of this LAP. The masterplan to be completed and integrated into the Celbridge LAP by means of amendment to the agreed LAP within a year of the completion of the flood prevention works.</p>	<p>Response It is considered premature and contrary to the guidance as set out in the Flood Risk Management Guidelines for Planning Authorities to zone the subject lands for residential development due to an identified flood risk in this general area.</p> <p>The potential of lands in the vicinity of Hazelhatch Train Station will be explored during the life of this LAP following the completion of a Flooding Study that is likely to define the full extent of the risk and make recommendations in relation to the management of flood risk. Future planning will be undertaken in consultation with the NTA, Irish Rail, South Dublin County Council, the OPW and other statutory agencies and stakeholders.</p> <p>Key issues that will need to be considered include:</p> <ul style="list-style-type: none"> • Flood risk management, taking account of the outcome of the Flooding Study; • The potential of the public transport network and whether the level of service and connectivity from Hazlelatch is likely to be significantly upgraded; and • The potential for integrated development on adjoining lands in South Dublin County. <p>Recommendation No Change</p>
<p>36</p>	<p>Motion – Cllr Kevin Byrne To zone for an extra 100 residential units onto the infill site in Oldtown Mill which would finish off the estate.</p>	<p>Response This is addressed under Proposed Material Alteration No. 5 and the proposed alterations to the Land Use Zoning Map which details c. 3.8 hectares of zoned land in the north west corner of the Oldtown Estate.</p> <p>Recommendation Accept Proposed Material Alteration No. 5</p>

37	<p>Motion – <u>Cllr Íde Cussen</u> That the 2 h/a site on the Clane Road remain zoned for the St John of God’s School.</p>	<p>Response Agreed. Community and Education is an acceptable land use zoning in this area.</p> <p>Recommendation It is recommended that the zoning objective of the St. John of God’s lands on the Clane Road is amended to Community and Education – map to follow.</p>
38	<p>Motion – <u>Cllr Íde Cussen</u> Re: Submission 373 (Newtown). I wish to support this submission.</p>	<p>Response The subject lands are considered to be peripheral to the settlement and to the rail node at Hazelhatch based on the current transport network. It is considered that there are adequate lands for residential development, which are sequentially closer to the town centre, closer to public transport nodes and more suitable for residential development.</p> <p>Recommendation No change.</p>
39	<p>Motion – <u>Cllr Michael Coleman</u> I propose that lands at Newtown, SUB. 373 be zoned 'C' New Residential (as per 2010 LAP).</p>	
40	<p>Motion – <u>Cllr Kevin Byrne</u> That submission 336 be agreed and zoned C new residential.</p>	<p>Response It is considered premature and contrary to the guidance as set out in the Flood Risk Management Guidelines for Planning Authorities to zone the subject lands for residential development due to an identified flood risk in this general area.</p> <p>The potential of lands in the vicinity of Hazelhatch Train Station will be explored during the life of this LAP following the completion of a Flooding Study that is likely to define the full extent of the risk and make recommendations in relation to the management of flood risk. Future planning will be undertaken in consultation with the NTA, Irish Rail, South Dublin County Council, the OPW and other statutory agencies and stakeholders.</p> <p>Key issues that will need to be considered include:</p> <ul style="list-style-type: none"> • Flood risk management, taking account of the outcome of the Flooding Study; • The potential of the public transport network and whether the level
41	<p>Motion – <u>Cllr Michael Coleman</u> I propose that submission no. 336 be agreed and zoned 'C' New Residential.</p>	

		<p>of service and connectivity from Hazlehatch is likely to be significantly upgraded; and</p> <ul style="list-style-type: none"> • The potential for integrated development on adjoining lands in South Dublin County. <p>Recommendation No Change</p>
42	<p>Motion – <u>Cllr Kevin Byrne</u> That lands at Newtown Road (sub. 292) be zoned ‘C’ New Residential.</p>	<p>Response The subject lands are located outside of the development boundary identified in the Draft LAP and are peripheral to the settlement and to the public transport node at Hazelhatch. There are adequate lands for residential development, which are sequentially closer to the town centre, closer to public transport nodes and more suitable for residential development. The subject lands are relatively inaccessible from the transport network, and are located at the southern periphery of the settlement beyond the existing footpath network serving the town. It is considered that the development potential of these lands for residential use is not appropriate at this time having regard to the revised development strategy outlined in Section 3.1 of this report in response to the Chief Executives recommendation in relation to Submission No. 1 (DHPCLG).</p> <p>Recommendation No change.</p>
43	<p>Motion – <u>Cllr Kevin Byrne</u> That lands at Abbey Farm (sub. 241) be zoned ‘C’ New Residential.</p>	<p>Response The subject lands are considered to be relatively peripheral to the settlement and it is considered that there are adequate lands for residential development, which are sequentially closer to the town centre, closer to public transport nodes and more suitable for residential development. There are also concerns that residential zoning at this location would be premature prior to the completion of a route selection process for a new bridge crossing or crossings of the River Liffey and that the zoning of these lands, would prejudice the delivery of an integrated transport solution for town of Celbridge.</p>

		<p>Recommendation No change.</p>
44	<p>Motion – Cllr Michael Coleman I propose that 5.19 Crofton & Brady (West of Salesians) (SUB 378) be zoned 'C' New Residential.</p>	<p>Response A number of statutory submissions question the extent of growth proposed in the Draft LAP to the west and north of Celbridge and seek a refocusing of development to the south to capitalise on the extent of existing public transport infrastructure and the omission of proposed residential zonings on the western periphery of Celbridge.</p> <p>A revised zoning strategy is now proposed that significantly reduces the extent of residentially zoned lands to the north and west of the town. The request to zone the subject lands for New Residential purposes would directly conflict with the revised zoning strategy. In addition, the Draft LAP identified sufficient lands to meet the Core Strategy growth allocation for Celbridge over the Plan period.</p> <p>The subject lands are located outside of the development boundary identified in the Draft LAP, are relatively inaccessible. There are adequate lands for residential development, which are sequentially closer to the town centre, closer to public transport nodes and more suitable for residential development.</p> <p>Recommendation No change.</p>
45	<p>Motion – Cllr. Íde Cussen That KCC identify zonings in the LAP for social housing.</p>	<p>Response Land use zoning objectives provide guidance in relation to the primary land use category and general appropriateness of other development types in each zone. It is not appropriate to specify the tenure or type of housing to be delivered within a zone, as this is overly perspective.</p> <p>Recommendation No change.</p>

<p>46</p>	<p>Motion – Cllr. Íde Cussen</p>  <p>That number of houses/density for lands zoned C New Residential (map above) be included in the total figure for housing targets for the current LAP.</p>	<p>Response</p> <p>As a small infill site on the Ardclough Road it is appropriate that the density of development on this site will be determined at detailed design stage based on site characteristics and local sensitivities. It should be noted that the densities referred to in Table 4.1 are indicative only for the purpose of estimating the residential capacity of zoned lands to demonstrate consistency with the CDP Core Strategy. Actual densities will be determined through the planning consent process based on the standards contained in national guidance and the CDP.</p> <p>Recommendation</p> <p>No change.</p>
<p>47</p>	<p>Motion – Cllr. Íde Cussen</p>  <p>That number of houses/density for lands zoned B Existing Residential (map above) be included in the total figure for housing targets for the current LAP.</p>	<p>Response</p> <p>As a small infill site on the Ardclough Road it is appropriate that the density of development on this site will be determined at detailed design stage based on site characteristics and local sensitivities. It should be noted that the densities referred to in Table 4.1 are indicative only for the purpose of estimating the residential capacity of zoned lands to demonstrate consistency with the CDP Core Strategy. Actual densities will be determined through the planning consent process based on the standards contained in national guidance and the CDP.</p> <p>Recommendation</p> <p>No change.</p>

Item No.	Chief Executive's Proposed Material Alterations
48	<p>Proposed Alteration No. 3: Amend Section 4.1 Function, Population and Scale of Celbridge</p> <p>The draft LAP identifies 129 105.9 hectares of land with a residential or mixed use zoning (excluding proposed arterial roads). The housing capacity of zoned lands, including new residential zonings, mixed use zonings and of infill sites within the built up area is estimated to be 3658 3273 (approx.) residential units (Table 4.1 refers).</p> <p>KDA 1 and KDA 2 are town centre extension sites that have the potential to accommodate the mix of retail, commercial, community and residential uses. KDA 3, KDA 4, <i>and</i> KDA 5 <i>and</i> KDA 6 are Greenfield sites at the edge of the existing built up area of the town that have the capacity to accommodate new housing and support physical and social infrastructure.</p>
49	<p>Proposed Material Alteration No. 4 Replace final paragraph of Section 4.4:</p> <p>The absence of vehicular and pedestrian and cycle crossings of the River Liffey; and of a western link to the north Celbridge are also serious constraints to future development. All major traffic generating development proposals will require a Traffic Impact Assessment to assess the capacity of the transport network to support the development. While the Council will seek to maximise the capacity of the existing network in the short to medium term through active traffic management, new bridge crossings and a western link will be required to accommodate growth in the longer term.</p> <p><i>The capacity of the transportation network will be a critical determinant for growth. In particular, a new vehicular crossing of the River Liffey is required to support the extent of development proposed.</i></p> <p><i>It is proposed to prepare a Transport Management Plan (inc. Public Transport Accessibility Strategy) to support the sustainable growth and development of Celbridge. The proposed Transport Management Plan will include recommendations for the phasing of development on the basis of the timely delivery of strategic infrastructure. In the interim it is considered appropriate that KDA 5 Simmonstown be dependent on the delivery of the new vehicular bridge and that all other major development proposals will require a Traffic Impact Assessment to assess the capacity of the existing transport network to support the proposed development.</i></p> <p><i>The Council will consider the feasibility of preparing a Special Development Contribution Scheme under Section 48 of the Planning and Development Act 2000 (as amended) to support the preparation and implementation of the Traffic Management Plan.</i></p>

50 (a)

Proposed Material Alteration No. 5

Amend table 4.1 Estimated Residential Capacity:

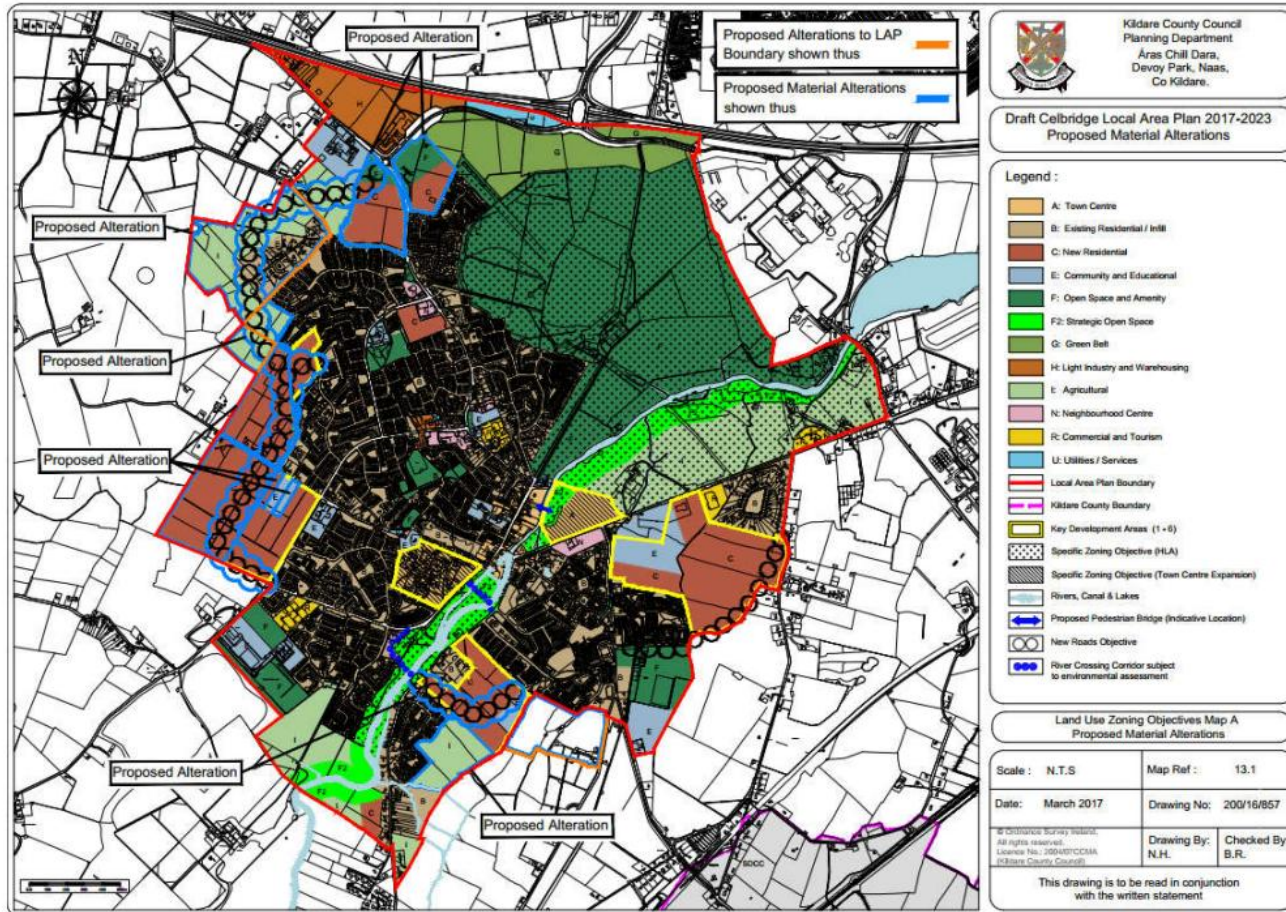
Location of Development	Quantum of Land for Housing (HA)	Estimated Residential Capacity*	Estimated Density
KDA 1 St. Raphael's: Town Centre Extension	9	100**	Mixed use site
KDA 2 Donaghcumper: Town Centre Extension	6.4	150**	Mixed use site
KDA 3 Ballyoulster: New Residential Area	29.5	885 1032	30 35
KDA 4 Oldtown: New Residential Area	47.5 13.7	1425 411	30
KDA 5 Crodaun: New Residential Area	15	450	30
KDA 6 Simmonstown: New Residential Area	13.1 35	393 1225	30 35
Other Sites	8.5 12.3	225 355	30 Infill
TOTAL	129 105.9 ¹	3,658 3273	30

¹ Consequential amendments occur throughout the LAP as a result

51

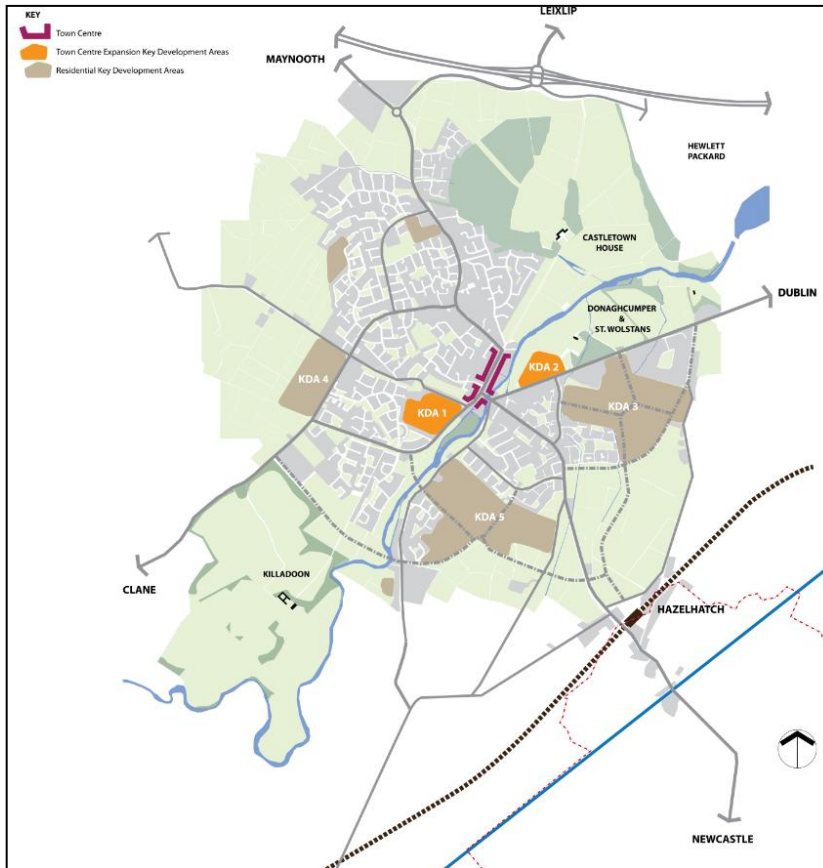
Proposed Alteration No. 6:

Amend LAP Boundary to reflect revised development strategy in response to Chief Executives response and recommendation to Submission No. 1 DHPCLG. See Maps A & B Attached to the Chief Executives Report.



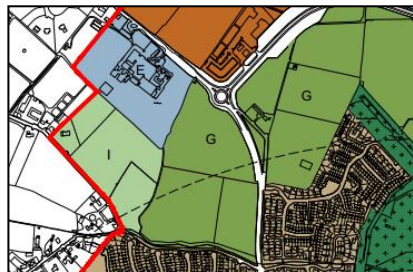
52

Proposed Alteration No. 7:



Amend Figure 4.1 Core Strategy Map

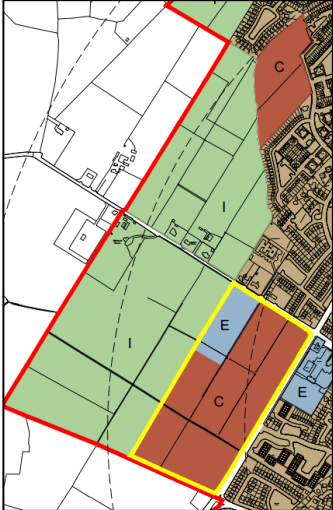
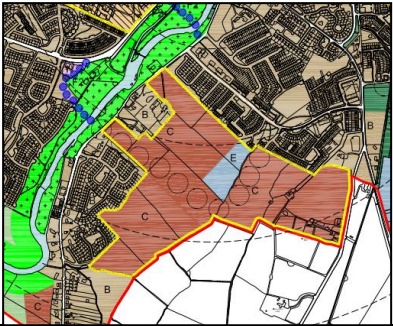
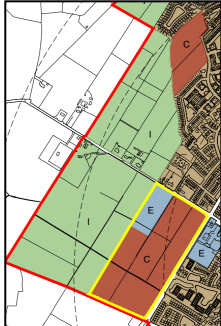
53



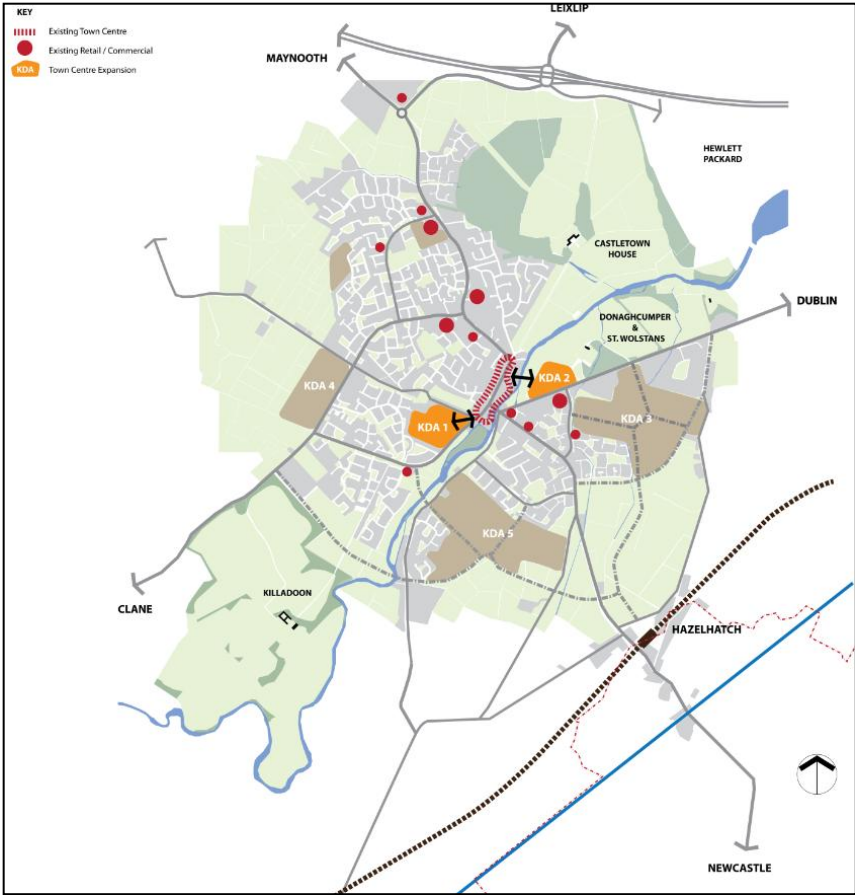
Proposed Alteration No. 8:

Amend Map 13.1 Land Use Zoning Map

Delete "C" New Residential zoning (KDA5) on lands on the north side of Celbridge Road and replace with zoning objective "G" Green Belt.

<p>54</p>	<p>Proposed Alteration No. 9:</p>  <p>Amend Map 13.1 Land Use Zoning Map KDA 4: Reduce “C” New Residential zoning to 10 hectares on the western periphery of Celbridge and replace with zoning objective “I” Agricultural.</p>
<p>55</p>	<p>Proposed Alteration No. 10:</p>  <p>Amend Map 13.1 Land Use Zoning Map KDA 6: Increase “C” New Residential zoning to east and south of KDA 6 to 35 hectares and extend LAP boundary accordingly.</p>
<p>56</p>	<p>Proposed Alteration No. 11:</p>  <p>Amend Map 13.1 Land Use Zoning Map to delete ‘New Roads Objective’ MTO3.9</p>

Chapter 5 Urban Centre and Retailing

Item No.	Chief Executive's Proposed Material Alterations
57	<p data-bbox="369 343 1176 414">Proposed Alteration No. 12: Amend Figure 5.1 Town Centre Expansion Extension Concepts Map</p>  <p data-bbox="376 422 1227 1321">The map illustrates the town centre of Kildare, Ireland, with various planning zones and existing infrastructure. The central area is marked as the 'Existing Town Centre' with a hatched pattern. Several red dots indicate 'Existing Retail / Commercial' sites. Five 'Town Centre Expansion' (KDA) areas are highlighted in orange: KDA 1, KDA 2, KDA 3, KDA 4, and KDA 5. The map shows major roads connecting to Maynooth, Leixlip, Hewlett Packard, Donaghcumper & St. Wolstans, Hazelhatch, Newcastle, Clane, and Killadoon. A key in the top left corner defines the symbols used. A north arrow is located in the bottom right corner.</p>

Item No.	Motions	
58	<p><u>Cllr Íde Cussen</u> Insert an amendment: Shopfronts in the Irish Language to be encouraged as per County Development Plan Chapter 15 (15.3.2).</p>	<p>Response: This matter is already dealt with under the County Development Plan 2017-2023, which is the overarching policy document to the local area plan.</p> <p>Recommendation No change recommended.</p>
59	<p><u>Cllr Íde Cussen</u> TCO1.8: to support the continued use of the Mill Centre.... And <i>to work to ensuring that the Mill Centre is accessible to all.</i></p>	<p>Response It is agreed that the Mill Centre should be accessible for all in terms of physical accessibility.</p> <p>Recommendation Amend TCO1.8 as follows: “To support the continued use of the Mill Centre as an activity hub for the town and support improvement and intensification of activity at this location <i>and to work to ensuring that the Mill Centre is accessible for all.</i>”</p>

Chapter 6 Housing and Community

Item No.	Chief Executive's Proposed Material Alterations	
60	Proposed Alteration No. 13: Amend Table 6.2 Community Facilities in Celbridge	
	Category of Community Facilities	List of Existing Facilities
	Garda Station	Maynooth Road (Mon—Sat 9.00-1.00 & 2.00-9.00)
	Other Community Facilities and Organisations	<i>Derrybeg Community Supported Farm</i> The Mill Community Centre Slip Hall The ACRE

Item No.	Motions	
61	<p><u>Motion - Cllr Brendan Young</u> Amend RDO1.2: To secure the provision of social infrastructure and community and recreational facilities as a prerequisite for any future residential development, in accordance with the implementation strategy described in Chapter 13.</p>	<p>Response It is considered more appropriate that the provision of social infrastructure and community and recreational facilities be delivered in tandem with future residential development.</p> <p>Recommendation No change.</p>
62	<p><u>Motion - Cllr Brendan Young</u> Amend RDO1.4: To focus all new housing in Celbridge within walking or cycling distance of a school cluster, <i>transport routes and either the town centre or a neighbourhood centre. Distances to be enforced are as follows:</i> A. <i>No house or apartment in a new development should be further than a 10 minute walk (800m) from a bus stop</i> B. <i>Houses or apartments should either be within 800m walking distance of the town centre or within 400m walking distance from a neighbourhood centre.</i></p>	<p>Response RDO1.4 is considered appropriate in its current form i.e. without specifying distances to be enforced, to allow flexibility for individual site characteristics to be considered at planning application stage. The lands that have been identified for housing are proximate to social and transport infrastructure. However it is considered appropriate to amend the text to include reference to neighbourhood centres.</p> <p>Recommendation Amend RDO1.4 as follows: RDO1.4: To focus the majority of new housing in Celbridge within walking or cycling distance of a school cluster, the town centre, <i>neighbourhood centre</i> or transport routes.</p>
63	<p><u>Motion - Cllr Brendan Young</u> Insert new RDO1.7: To prioritise planning applications from developers who have a verifiable record of compliance with the details of planning permissions and any conditions attached.</p>	<p>Response It is not appropriate to incorporate such a provision within a land use plan.</p> <p>Recommendation No change.</p>
64	<p><u>Motion - Cllr Brendan Young</u> Insert new RDO1.8: Deviations from the phasing condition may be considered in circumstances where the Planning Authority is satisfied that the listed infrastructure is at an advanced stage of delivery or other overarching factors have arisen and any such deviations shall be subject to the prior written agreement of the Planning Authority.</p>	<p>Response Deviations from phasing conditions in exceptional circumstances, subject to the prior written agreement of the Planning Authority, are already provided for provided for in Section 13.5.1 of the Draft LAP.</p> <p>Recommendation No change</p>

65	<p><u>Motion - Cllr Brendan Young</u> Insert new RDO2.5: Acquisition by KCC of 10% of new-build housing in Celbridge under Part V will yield a possible 320 social housing units in the lifetime of this LAP, while house prices and rents will be likely to make privately-sourced accommodation unaffordable for many in the area. KCC will enter into discussion with the DHPCLG and the Dept of Finance to secure a transfer to the Council of a portion of the lands owned by NAMA in the Celbridge area and zoned residential, for the purpose of building social housing so as to ensure that KCC-owned social housing will comprise at least 10% of the total housing stock in the Celbridge area.</p>	<p>Response It is not appropriate to incorporate such a provision within a land use plan. The acquisition of land for social housing provision is an operational matter that falls under the responsibility of the Housing Department and is outside the scope of the LAP.</p> <p>Recommendation No change</p>
66	<p><u>Motion - Cllr Brendan Young</u> Insert new RDO2.6: To follow the example of other Local Authorities, in particular Dun Laoghaire-Rathdown, in specifying passive house standards in all new build; and near-zero-energy standards in major refurbishment construction.</p>	<p>Response The County Development Plan contains policy and objectives and promotes best practice for the promotion and support of energy reduction/conservation in buildings. Energy Standards are governed under the Building Regulations, which set national standards and are not a matter for the LAP.</p> <p>Recommendation No change</p>
67	<p><u>Motion - Cllr Íde Cussen</u> 6.3.3 Healthcare Add new Objective COMO1.3. To work with stakeholders to ensure that the Primary Care Centre on the Maynooth Road becomes a diagnostics centre (X-Ray; MRI etc).</p>	<p>Response The Council will support and facilitate improvements to healthcare services, as outlined in COMO1.1. However the nature of services to be provided is not a matter for the LAP.</p> <p>Recommendation No change</p>
68	<p><u>Motion - Cllr Íde Cussen</u> Add an Objective COMO2.3: That a site for a new playground that is sufficient to provide appropriate entertainment for various ages of children and teenagers is sourced and the playground.</p>	<p>Response Play areas are provided for under the phasing requirements set out in Section 13 of the Plan for the Key Development Areas. The specific nature of facilities and their design will be explored in conjunction with the Council, in particular the Parks Department, at the appropriate time. It is considered appropriate to include a new objective supporting children's play facilities generally.</p>

		<p>Recommendation Include new Objective COMO2.3: <i>“To support and facilitate the provision of play facilities in Celbridge, including playgrounds and a skatepark, for children of all ages”.</i></p>
69	<p>Motion - Cllr Brendan Young Insert new COMO2.3: To construct a public playground in the KCC-owned lands in Donaghcumper.</p>	<p>Response It is considered that proposed objective COMO2.3 allows for the provision of such facilities at Donaghcumper.</p> <p>Recommendation No change.</p>
70	<p>Motion - Cllr Brendan Young Insert new COMO2.4: To enter into negotiations with the OPW so as to provide a combined picnic area and public playground in Castletown House Demesne.</p>	<p>Response Objective EDO2.2 supports the ongoing development of Castletown House and Demesne for leisure and tourism purposes. The nature and extent of facilities within the grounds is a matter for the OPW.</p> <p>Recommendation No change.</p>
71	<p>Motion - Cllr Anthony Larkin Amendment to ISP Objective COMO3.1; <i>To support and facilitate the development of high quality, integrated residential neighbourhoods and deliver social and community infrastructure and facilities as a prerequisite for new housing in line with the ISP Celbridge Plan 2016-2020 objective to consider community facilities and amenities as a central component of town planning.</i></p>	<p>Response It is considered that the strategic objective for Chapter 6 and Policy COM3 adequately provides for the development of high quality, integrated residential neighbourhoods and supports the vision of the Celbridge Integrated Services Programme to encourage a sustainable and socially cohesive community which meets the needs of all residents.</p> <p>Recommendation No change.</p>
72	<p>Motion - Cllr Íde Cussen That a site for a Cultural/Civic Theatre be identified within KDA1.</p>	<p>Response KDA 1 is zoned for ‘Town Centre’ purposes. A theatre is ‘Permitted in Principle’ in accordance with the zoning objective (i.e. cultural use. It is considered contrary to the zoning objective and unduly restrictive to apply the requirements outlined in this motion, on lands that are in private ownership. The alterations if applied, have the potential to impact adversely on the development potential, sale and value of the land.</p>

		Recommendation No change.
73 (See Item No. 137 also)	Motion - Cllr. Íde Cussen Amend Section 12.2.6 KDA5 – Crodaun Built Form: Remove “A 5 ha public park is required on lands to the east of the Maynooth Road”.	Response It is a Chief Executive’s recommendation to delete this sentence under Item No. 137. Recommendation No change.
74	Motion - Cllr Brendan Young Indicate space for a skate-park in the parklands related to KDA5.	Response It is considered premature and unduly restrictive to apply the requirements outlined in this motion, on lands that are in private ownership. Recommendation No change.

Chapter 7 Economic Development

Item No.	Chief Executive's Proposed Material Alterations
75	<p>Proposed Alteration No. 14: Amend Objective EDO1.2:</p> <p style="padding-left: 40px;">To promote and support enterprise and employment uses, including professional services, public administration, research and development, <i>knowledge – based / digital enterprise to support the tourism industry</i> and other commercial activities, on town centre expansion sites.</p>
76	<p>Proposed Alteration No. 15: Amend Section 7.4 Tourism</p> <p style="padding-left: 40px;">The Celbridge Manor Hotel is the former Collegiate School (founded as a charity school by Louisa Conolly) designed by architect Thomas Burgh in 1732 who also designed the Royal Barracks and library building at Trinity College in Dublin.</p>

Item No.	Motions	
77	<p><u>Motion - Cllr Íde Cussen</u> Insert new Action under Policy ED1 That a review takes place of the availability of additional employment/business lands in the LAP to ensure that Celbridge develops strategically as part of the Metropolitan area of Co Kildare.</p>	<p>Response Objective EO16 of the Kildare County Development Plan is to carry out a strategic assessment of employment lands in the county to inform the Regional Spatial and Economic Strategy, and in particular to assess the need for new employment sites in the economic growth centres of County Kildare. Celbridge will form part of this assessment.</p> <p>Recommendation No change.</p>
78	<p><u>Motion - Cllr Brendan Young</u> Insert new EDO1.4: <i>To promote more effective and more diverse land use of the 190 acre Barnhall site subsequent to HP and its tenants vacating the site in 2019-2020, with the aim of providing space for multiple developments of an industrial or business & technology character.</i></p>	<p>Response The HP site at Barnhall is located outside of the LAP area and is within the Leixlip LAP lands.</p> <p>Recommendation No change.</p>

<p>79</p>	<p><u>Motion - Cllr Íde Cussen</u> Insert new Objective ED2 – Tourism EDO2.6: to support the visible use of the Irish language in our Municipal District in tandem with Cill Dara le Gaeilge Naas.</p>	<p>Response This is not considered to be a matter for the LAP. The Official Languages Act 2003 sets out the requirements for public bodies in relation to the Irish Language and compliance is monitored by An Coimisinéir Teanga. The requirements in respect of Roads Authorities are set out in the Traffic Signs Manual.</p> <p>Recommendation No change.</p>
<p>80</p>	<p><u>Motion - Cllr Brendan Young</u> Insert new EDO2.11: <i>To support access to trails within the grounds of Celbridge Abbey including passage over the Rock Bridge to cross the River Liffey.</i></p>	<p>Response It is considered that Policy ED 2 and objectives EDO 2.1-2.10 adequately support the sustainable development of tourism in Celbridge which includes development of linkages between historical sites within and around Celbridge.</p> <p>Recommendation No change.</p>

Chapter 8 Movement and Transport

Item No.	Chief Executive's Proposed Material Alterations- See CE Report 16 th March 2017
81	<p>Proposed Alteration No. 16: Delete objective MTO1.7</p> <p>MTO1.7: To improve permeability for pedestrians and cyclists between existing residential areas and key destinations within the town particularly at the following locations:</p> <ul style="list-style-type: none"> a. The Glade towards Willowbrook Park b. The Walk towards Willowbrook Grove c. The Walk towards Willowbrook Lawns d. Priors View and Grove to Church Road e. Ballymakealy Grove to North Kildare Educate Together School <p>Additional locations as part of the development of the KDAs have also been identified. For the detail and specific location of these see KDA briefs included in Chapter 12.</p>
82	<p>Proposed Alteration No. 17: Insert new Objective under MT1:</p> <p style="color: red;"><i>It is the policy of the Council to promote enhanced permeability for pedestrians and cyclists within the urban environment in order to improve access to local shops, schools, public transport services and other amenities.</i></p>

Item No.	Motions	
83	<p>Motion - Cllr Brendan Young Insert new opening sentence to MTO1.7 <i>It is the policy of the Council that permeability between existing housing estates, and between existing housing estates and new developments, shall be provisional and in the event of persistent adverse consequences for residents shall be subject to public consultation and / or revision.</i></p>	<p>Response It is recommended that the “arrows” and MTO1.7 be removed in its entirety from the LAP and replaced with a new over arching Objective MT1 which seeks to promote permeability generally. This is set out in the CE’s Report as Proposed Alteration No. 17. It is agreed that Proposed Alteration No. 17 should be amended to include reference to public consultation.</p>
84	<p>Motion - Cllr Michael Coleman Insert new Objective under MT1: <i>It is the policy of the Council to promote and enhance permeability for pedestrians and cyclists within the urban environment in order to improve access to local shops, schools, public transport services and other amenities. This process will involve close collaboration with residents and the outcome must be agreed by the residents concerned.</i></p>	<p>Recommendation To amend MT1 as follows: <i>“It is the policy of the Council to promote enhanced permeability for pedestrians and cyclists within the urban environment in order to improve access to local shops, schools, public transport services and other amenities, subject to local public consultation”.</i></p>
85	<p>Motion - Cllr Íde Cussen That all permeability “arrows” be removed from proposed KDA maps and that County Development Plan Objective Chapter 15, 15.8.1 be adhered to in the event of any future development requesting permeability which would affect existing housing estates.</p>	
86	<p>Motion - Cllr Íde Cussen MT1: To add <i>“permeability through existing housing estates must go to public consultation in each instance”.</i></p>	
87	<p>Motion - Cllr Íde Cussen To remove MTO1.7 as per CDP Chapter 15 (15.8.1, permeability through existing housing estates must go to public consultation in each instance).</p>	
88	<p>Motion - Cllr Íde Cussen Amend Action MT1: The Council will investigate the feasibility..... add the following text <i>and subject to public consultation in each instance.</i></p>	

90	<p>Motion - Cllr Íde Cussen Any proposal to provide permeability from KDA1 to St Raphael's Manor must go to public consultation.</p>	
94	<p>Motion - Cllr Íde Cussen All references to permeability in Local Area Plan to be referenced to Chapter 15; 15.8.1 CDP * consequential amendments to occur throughout the LAP as a result.</p>	
89	<p>Motion - Cllr Íde Cussen To remove MT01.8 as per MTO1.7.</p>	<p>Response It is recommended that the objective is retained to promote permeable layouts in new developments. The reference to "to adjoining development" can be omitted.</p> <p>Recommendation Revise MTO1.8 as follows: To require new housing developments to deliver filtered or full permeability to adjoining development in so far as is possible and, in the case of adjoining greenfield sites, to ensure the potential is addressed.</p>
91	<p>Motion - Cllr Brendan Young <i>Insert new MTO2.8: In the light of the continued increase in car use for commuting (70% of commuting is currently by car and the trend is rising, despite the target in the Smarter Travel transport strategy to reduce car-commuting from 65% to 45%; journey distances by car increased by 6% since 2009; congestion and carbon emissions have increased significantly) and the population increases (and likely car-use increases in the absence of improved public transport) KCC will propose a one year pilot project for public transport on the Celbridge-Leixlip-Maynooth routes with the aim of reducing car-commuting and congestion, including:</i></p> <ul style="list-style-type: none"> • <i>a 50% reduction in fares up 09.00 and between 16.00 – 18.30 on DB and BE</i> • <i>an initial 30% capacity increase at these times on these routes</i> 	<p>Response Agreed with amendment. It is proposed to insert an action under Policy MT2 Public Transport. A general action is proposed as the setting of targets is considered to be premature and would normally be determined during project development stage.</p> <p>Recommendation. Insert action under Policy MT2 Public Transport:</p> <p>To seek funding from the National Transport Authority to support the development and implementation of a Smarter Travel Programme in Celbridge that includes improvements to the public transport and walking and cycling networks and behaviour change marketing.</p>

	<ul style="list-style-type: none"> • a 50% increase of “express” services on these routes at these times • a dedicated, timetabled shuttle bus service to operate between Hazelhatch Station and Louisa Bridge Station, passing through Celbridge and along Green Lane in Leixlip. <p>Traffic volumes in the three towns will be monitored to determine the impact of the changed transport services on commuter travel and traffic congestion.</p> <p>This data will provide the basis for a cost-benefit analysis, prior to the construction of any major new roads or bridges, which will indicate the relative merit of investment in new construction by comparison with improvements and incentives to use public transport on the existing networks – the aim of any such investment being to reduce car-commuting, congestion, car-journey distances and carbon emissions.</p> <p>The Council will seek funding from the NTA for this pilot project and will not proceed with any major infrastructural investment until such investment is demonstrably justifiable over and above investment in public transport on existing road and rail networks.</p>	
92	<p><u>Motion - Cllr Brendan Young</u></p> <p>Amend MTO2.5: <i>To work with all agencies to improve and develop public transport facilities in the area and to link such facilities with Celbridge Town Centre and other nearby towns, in particular Leixlip and Naas; and to ensure that developments are carried out in accordance with the requirements of this Plan and relevant legislation.</i></p>	<p>Response</p> <p>POWSCAR (Places of Work, School and College) data details the nature of trips for work, school or college from Celbridge. Data from Census 2011 indicates a strong travel demand to towns and locations along the M50 and to all nearby towns. It is not therefore considered appropriate to list two settlements.</p> <p>Recommendation</p> <p>No change.</p>

<p>93</p>	<p><u>Motion - Cllr Kevin Byrne</u> To Insert Action under Policy MT2 – Public Transport as follows: To negotiate with Dublin Bus, Irish Rail, Rural Link and all other stakeholders to improve the provision of public transport in Celbridge.</p>	<p>Response Agreed.</p> <p>Recommendation Insert Action under Policy MT2 – Public Transport as follows: <i>To engage with the NTA, Dublin Bus, Irish Rail, Rural Link and all other stakeholders to improve the provision of public transport in Celbridge.</i></p>
<p>95</p>	<p><u>Motion - Cllr Íde Cussen</u> Amend MTO2.6; <i>To promote a Local Link Bus Service with alternative routes of the bus service so that it serves Main Street, Maynooth Road, Shackleton Road, Clane Road, Leixlip Train Stations, Ardclough and other identified routes.</i></p>	
<p>96</p>	<p><u>Motion - Cllr Íde Cussen</u> Amend Section 8.2 Public Transport Hazelhatch Train Station is located in the south of Celbridge..... <i>It is accepted that a Local Link Bus Service is required in the Celbridge Area.</i></p>	
<p>97</p>	<p><u>Motion - Cllr Íde Cussen</u> Amend Section 8.2 Public Transport. Celbridge is served by Dublin Bus and Bus Éireann with connections to Dublin and other key destinations such as <i>Edenderry, Clane and Maynooth.</i></p>	
<p>98</p>	<p><u>Motion - Cllr Brendan Young</u> Amend MTO2.6: add “... <i>and Louisa Bridge station</i>”.</p>	
<p>99</p>	<p><u>Motion - Cllr Íde Cussen</u> That KCC work with the stakeholders to ensure that provision is made for a shared bus stop with a bus shelter for users of both services that is accessible to all near to the Main Street Celbridge in the direction Celbridge to Dublin.</p>	
<p>100</p>	<p><u>Motion - Cllr Brendan Young</u> Amend MTO2.3: “ .. <i>in particular lockable cycle storage facilities</i>”.</p>	<p>Response Agreed.</p> <p>Recommendation To amend MTO2.3 as follows: “To support the enhancement of facilities at the Hazelhatch train station, in particular <i>secure cycle storage</i> facilities”.</p>

<p>101</p>	<p><u>Motion - Cllr Brendan Young</u> Insert new MTO2.7: <i>To seek a reduction of parking charges at Hazelhatch Station so as to reduce station-related parking in housing estates along the Hazelhatch Rd.</i></p>	<p>Response Parking charges at Hazelhatch train station are a matter for Irish Rail and not a matter for a land use plan.</p> <p>Recommendation No change.</p>
<p>102</p>	<p><u>Motion - Cllr Íde Cussen</u> Insert new Objective <i>“To restore/upgrade the existing Pedestrian Bridge across the Liffey”.</i></p>	<p>Response Agreed.</p>
<p>103</p>	<p><u>Motion - Cllr Brendan Young</u> Insert new MTO1.X: <i>To provide a new pedestrian / cycle boardwalk on the downstream side of the existing Liffey Bridge.</i></p>	<p>Recommendation Insert new objective under Policy MT1 – Pedestrian and Cycle Movement as follows: <i>“To upgrade existing pedestrian and cycle facilities across the Liffey”.</i></p>
<p>104</p>	<p><u>Motion - Cllr Íde Cussen</u> That all proposed bridges over the River Liffey be removed from the Draft Celbridge LAP until the Route Selection is carried out.</p>	<p>Response Chapter 8 and Map 8.1 Transport and Movement set out a framework to support the sustainable growth and development of the town, enhanced connectivity between north and south and a transition towards more sustainable modes of travel by identifying a number of strategic connections for pedestrians, cyclists, buses and vehicles. A new crossing of the River Liffey will be critical to this and will support all major development proposals in Celbridge. The new roads objectives over the Liffey are important to ensure that the reservations are protected and will be taken into consideration during the options development and formal consent process for a bridge crossing. The remaining options to cross the Liffey are extremely limited and it is important that all options are retained, in the interest of securing a sustainable future for the town.</p> <p>Recommendation No change.</p>

<p>105</p>	<p><u>Motion - Cllr Íde Cussen</u> Insert new Objective MTO1.1: To ensure all footpaths in the town provide adequate access for persons with a disability or who have impaired mobility.</p>	<p>Response Agreed.</p> <p>Recommendation Insert new objective MTO1.1: <i>To ensure all footpaths in the town provide adequate access for persons with a disability or who have impaired mobility.</i></p>
<p>106</p>	<p><u>Motion - Cllr Brendan Young</u> Provide pedestrian / cycle access only, between the cemetery and the Veolia / brewery site, from schools and KDA3 housing to the Dublin Rd: no vehicular access via this route.</p>	<p>Response New street connections shown on Map 8.1 will be phased in conjunction with new development to provide access to new communities and increase connectivity in the transport network. The objectives shown on Map 8.1 including the connection into KDA 3 from the Dublin Road are considered necessary to support the future growth and development of Celbridge and to provide a more connected street network. New connections must be designed in accordance with DMURS, with a preference for a greater number of “streets” that accommodate cars, pedestrian and cyclists within residential areas. To omit key connections such as this one, will reduce connectivity within the overall transport network and militate against sustainable modes such as walking and cycling.</p> <p>Recommendation No change.</p>
<p>107</p>	<p><u>Motion - Cllr Íde Cussen</u> Insert new Objective. “To engage with Celbridge Access Group, to work towards ensuring that Celbridge is accessible for all.</p>	<p>Response Agreed. Insert Action.</p> <p>Recommendation Insert new action under Policy MT1 Pedestrian and Cycle Movement: <i>“To engage with Celbridge Access Group, to work towards ensuring that Celbridge is accessible for all.”</i></p>

108	<p><u>Motion - Cllr Íde Cussen</u> Insert new Objective MTO1.4: To provide a footpath on Loughlinstown Road.</p>	<p>Response Proposed Alteration No. 22, proposes to insert a new objective under M3T “To prepare a Transport Management Plan and Public Transport Strategy for Celbridge to support the sustainable growth and development of the town and to identify strategic connections for pedestrians, cyclists, bus and vehicular movement in consultation with statutory agencies and key stakeholders”. The need for new footpaths and connections throughout Celbridge will be considered under this plan.</p> <p>Recommendation No change.</p>
109	<p><u>Motion - Cllr Brendan Young</u> Amend MTO1.4f: Full provision of facilities for pedestrians and cyclists, including cycle-path, on Hazelhatch Road to the Railway Station and to housing estates.</p>	
110	<p><u>Motion - Cllr Brendan Young</u> Insert new MTO1: To maintain the existing public right of way through Castletown Demesne along the Liffey from Parsonstown-Newbridge area at Batty Langley Lodge to Celbridge Main Street as marked on the O.S.I. Rural Place 6 inch Map, Reference MH053+05 KE011 DN017.</p>	<p>Response Provision is made under Sections 12 and 14 of the Planning and Development Act 2000 (as amended) for the inclusion of a provision in a development plan relating to the preservation of a specific public right of way. Section 14 of the Act sets out the prescribed process. The provisions of the Act do not extend to the LAP process.</p>
111	<p><u>Motion - Cllr Íde Cussen</u> To insert an additional policy MTO1.9 To maintain the existing public right of way through Castletown Demesne along the Liffey from Parsonstown Newbridge area at Batty Langley Lodge to Celbridge Main Street as marked out on Map supplied with submission.</p>	<p>Recommendation: No Change.</p>
112	<p><u>Motion - Cllr Kevin Byrne</u> In accordance with the strategies in the Local Area Plan insert a policy MT1 a new objective MTO1.9 stating: Maintain the existing public right of way through Castletown Demesne along the Liffey from the 'Parsonstown Newbridge area at the Batty Langley Lodge to the Celbridge Main Street as marked in yellow on the accompanying O.S.I Rural Play 6 inch map, ref MH053-05 KE011 DN017' (map already submitted) by Castletown Action Group in their submission to KCC LADP 2017-2023.</p>	
113	<p><u>Motion - Cllr Anthony Larkin</u> That right of ways disputed or undisputed are upheld in the Celbridge LAP.</p>	

Item No.	Chief Executive's Proposed Material Alterations
114	<p>Proposed Alteration No. 18: Amend Policy MT3 MT3 - Transportation <i>Roads</i></p>
115	<p>Proposed Alteration No. 19: Amend Policy Objective MTO3.4: To require a Traffic Impact Assessment (inc. Mobility Management Plan) for all major traffic generating developments <i>To ensure that all significant development proposals for the KDAs are subject to a Traffic Impact Assessment (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines, NRA 2014. The requirement for TIA will be determined on a case-by-case basis.</i></p>

Item No.	Motions	
116	<p><u>Motion - Cllr Brendan Young</u> Amend MTO3.4: To require a completed Traffic Impact Assessment (incl. Mobility Management Plan) as part of any development proposals over 100 housing units or other traffic generating development. A report on the actual traffic impact of new developments will be submitted to the Council after the first phase of road and housing or development construction. The Council may require amendments to subsequent phases of construction in the light of the actual impact of new roads / developments and new traffic on the general traffic in the area under consideration.</p>	<p>Response This is considered to be adequately addressed under MTO3.4 as contained in the Draft Plan. A determination in relation to the need for a TIA will be made on a case by case basis through the DM process and the TIA will be required to have regard to national policy which sets out a methodology for the preparation of such plans. Recommendation: No Change.</p>

Item No.	Chief Executive's Proposed Material Alterations
117	<p>Proposed Alteration No. 20: Amend objective MTO3.6: To require all new developments to comply with the recommendations of the Design Manual for Urban Roads and Streets (DMURS) <i>and National Cycle Manual</i>, or any subsequent relevant publication.</p>
118	<p>Proposed Alteration No. 21: Delete MTO3.9 To facilitate the construction of a Western Link road from Maynooth Road to the Oldtown Road in tandem with the development of KDA 4 and associated lands and to protect this route from development in the interim.</p>
119	<p>Proposed Alteration No. 22: Include New Objective under MT3: <i>To prepare a Transport Management Plan and Public Transport Strategy for Celbridge to support the sustainable growth and development of the town and to identify strategic connections for pedestrian, cyclist, bus and vehicle movement in consultation with statutory agencies and key stakeholders.</i></p>
120	<p>Proposed Alteration No. 23: Insert new objective under MT3 <i>To require all road development to be undertaken in accordance with the 'Principles of Road Development' as set out in Section 5.8.3 of the Transport Strategy for the Greater Dublin Area 2016-2035.</i></p>

Item No.	Motions	Response
121	<p>Motion - Cllr Íde Cussen Insert new Action MT1: The Council will initiate Dog Fouling Bins on the common walking routes as an infrastructure requirement.</p>	<p>This is an operational matter for KCC and not a matter for a land use plan.</p> <p>Recommendation No change</p>

Chapter 9 Infrastructure

Item No.	Chief Executive's Proposed Material Alterations
122	<p>Proposed Alteration No. 24: Amend Section 9.1.1 Water Supply</p> <p>Celbridge is connected to the water supply scheme servicing the North Kildare Region North Regional Water Supply scheme. The water supply scheme which is serviced by the Ballygoran Reservoir which can be supplied by both the Ballymore Eustace and Leixlip Water Treatment Plants. The upgraded Water Treatment Plant (WTP) in Leixlip provides the water supply for Celbridge. The Leixlip Plant is the second largest in the country and supplies 30% of the region's water.</p>

Item No.	Motions	
123	<p><u>Motion - Cllr Íde Cussen</u> New Action: The Council will make it a pre-requisite for pre-planning application consultation with Irish Water (or their replacement).</p>	<p>Response The Action listed under Policy INF1 of the Plan ('The Council will encourage pre-planning application consultation with Irish Water') is considered most appropriate. A land use plan cannot make this a pre-requisite for pre-planning as it relates to third parties.</p> <p>Recommendation No change.</p>
124	<p><u>Motion - Cllr Kevin Byrne</u> To Insert Action under Policy INF2 – Surface Water as follows: To develop a conservation and drainage plan for the waterways that traverse Castletown Woods, the fields behind Castletown House, Crodaun Forest Park estate, lands in Kilwogan and Kilwogan Bog.</p>	<p>Response This is an operational matter and not a matter for a land use plan.</p> <p>Recommendation No change.</p>

Chapter 10 Heritage and Amenity

Item No.	Motions	
125	<p><u>Motion - Cllr Kevin Byrne</u></p> <p>To Insert Action under Policy BH1-Archaeological Heritage as follows: To actively carry out maintenance of listed monuments that are in the ownership of Kildare County Council and prevent further decay.</p>	<p>Response</p> <p>The carrying out of maintenance works to listed monuments is an operational matter for Kildare County Council, subject to funding, and is not a matter for a land use plan.</p> <p>Recommendation</p> <p>No change.</p>
126	<p><u>Motion - Cllr Íde Cussen</u></p> <p>That Council engages with stakeholders to initiate a maintenance programme for the wooded area in Castletown.</p>	<p>Response</p> <p>It is already an objective of the LAP (HLAO1.2) 'To support the preparation of Woodland Conservation and Management Plans for lands within the Historic Landscape Areas'. Castletown is located within the HLA.</p> <p>Recommendation</p> <p>No change.</p>
127	<p><u>Motion - Cllr Íde Cussen</u></p> <p>Insert new Objective under BH2 To support the implementation of a conservation and management plan for Donaghcumper Medieval Church Ruins.</p>	<p>Response</p> <p>Agreed.</p> <p>Recommendation</p> <p>Include new objective under BH2: <i>"To support the implementation of a conservation and management plan for Donaghcumper Medieval Church Ruins"</i>.</p>

Chapter 11 Green Infrastructure and Open Spaces

Item No.	Chief Executive's Proposed Material Alteration
128	<p>Proposed Alteration No. 25: Amend objective OSO1.6: To maintain and protect, from inappropriate development, the greenbelt between Leixlip, Celbridge and Maynooth. from inappropriate development.</p>

Item No.	Motions	
129	<p><u>Motion - Cllr Íde Cussen</u> Policy GI 1 – Green Infrastructure Insert New Objective: <i>To provide community land for Edible Gardening Community Projects in Celbridge.</i></p>	<p>Response It is agreed that the plan should encourage Edible Gardening community projects where appropriate.</p> <p>Recommendation It is recommended that OSO1.4 be amended as follows: 'To provide a range of opportunities for active and passive recreation within public open spaces, <i>and to support Edible Gardening community projects where appropriate.</i>'</p>
130	<p><u>Motion - Cllr Kevin Byrne</u> Insert Action under Polity GI1-Green Infrastructure as follows: To prepare and implement a management plan for Castletown Estate Woods in compliance with the national code of best forest practice.</p>	<p>Response While the Council would be supportive of the preparation of a Castletown Estate Woods management plan, the land in question is in the ownership of the OPW and therefore Kildare County Council would not be in a position to implement such a plan. Furthermore, it is already an objective of the LAP (HLAO1.2) 'To support the preparation of Woodland Conservation and Management Plans for lands within the Historic Landscape Areas'.</p> <p>Recommendation No change</p>
131	<p><u>Motion - Cllr Íde Cussen</u> 11.3 Open Spaces That public consultation takes place with all stakeholders to see what strategic open space can be delivered along the River Liffey.</p>	<p>Response The LAP zones land for strategic open space. The formation and delivery of that open space is an operational matter for KCC.</p> <p>Recommendation No change</p>

<p>132</p>	<p><u>Motion - Cllr Brendan Young</u> <i>Insert new OSO1.7: To liaise with St. John of Gods to secure access to the existing paths in the grounds of Celbridge Abbey for the public and with other stakeholders to secure access to other grounds bordering on the Liffey.</i></p>	<p>Response Access into private property at Celbridge Abbey is not an issue for the local area plan and, whilst the Council supports same, it is not proposed to include an objective in this regard.</p> <p>Recommendation No change.</p>
-------------------	--	--

Chapter 12 Urban Design and Key Development Areas


Item No.	Chief Executive's Proposed Material Alterations
133	<p>Proposed Alteration No. 26: Amend Section 12.2 Key Development Areas</p> <p>Six Five Key Development Areas (KDAs) have been identified in Celbridge as follows:</p> <ul style="list-style-type: none"> ▪ KDA 1 St. Raphael's (Oakley Park): Town Centre Extension Expansion ▪ KDA 2 Donaghcumper: Town Centre Extension Expansion ▪ KDA 3 Ballyoulster: New Residential Area ▪ KDA 4 Oldtown: New Residential Area ▪ KDA 5 Crodaun: New Residential Area ▪ KDA 6 5 Simmonstown: New Residential Area <p>Design briefs have been prepared to guide development in KDA's 2, 3, 4 and 5, and 6.</p>
134	<p>Proposed Alteration No. 27: Amend Map 12.1 Key Development Areas</p>
135	<p>Proposed Alteration No. 28: Amend 12.2.4 KDA3 Ballyoulster and Figure 12.2 Design Concept for KDA3 Ballyoulster</p> <div style="display: flex; align-items: flex-start;">  <div style="margin-left: 20px;"> <p>KEY</p> <ul style="list-style-type: none"> ■ Link Road / Street ■ Local Road / Street ■ Strategic Road Objective ● Pedestrian & Cycle Route ■ Retail / Commercial Uses ■ Residential Area ■ School Site ■ Local Park / Open Space ■ Key Building Frontage ■ Pedestrian Bridge ■ Road Bridge ● Landscape Reinforcement ★ Landmark Building ■ Overhead Power Line </div> </div>

Figure 12.2 Design Concept for KDA 3 Ballyoulster

12.2.43 KDA 3 –Ballyoulster

Proposed Alteration No. 29:

Amend Section 12.2.5 and Figure 12.3 Design Concept for KDA 4 Oldtown

12.2.54 KDA 4 – Oldtown

The Oldtown KDA is located to the west of the town and is bound by the R403/*Shackleton Road* ~~Priority Square distributor road and the Oldtown Mill housing estate~~ to the east, ~~the Ballygoran Court housing estate~~ *the Oldtown Road* to the north and agricultural lands to the south and west. ~~The Oldtown Road traverses this KDA.~~ This KDA is approximately ~~59.1~~ *15.7* hectares (*including a 2ha site identified for Community and Educational Uses*) in area and is currently in agricultural use. An overhead power line traverses the southern portion of the KDA.

136

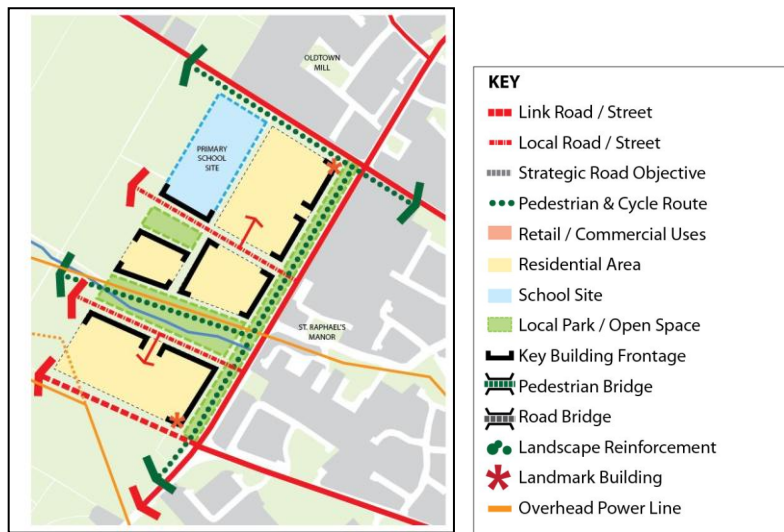


Figure 12.3: Design Concept for KDA 4 Oldtown

Vision

A new residential community area, including a primary school site with local parks that integrates with its surroundings whilst having its own unique character and a strong sense of place.

Connectivity/Movement

This KDA is traversed by a proposed 'Western Outer Link Road' that will link the R403 (Clane Road) to the R405 (Maynooth Road) and R449 (Leixlip Road) at Crodaun. The sections of the proposed link road through KDA 4 shall be provided in conjunction with development. The primary means of vehicular access to this KDA will be via this arterial street. Secondary access roads should be provided from the established road network. Site layouts should provide for the integration of new streets with existing and future developments on adjoining lands. *Access to this KDA shall be from the Shackleton and Oldtown Road and should provide for an extension of the street network into lands west of this KDA in the long term.*

Streets and spaces should provide for a cycle and pedestrian friendly environment with designated cycle lanes along the proposed arterial street. The Oldtown Road also presents an opportunity to develop a connection back to the town centre that prioritises cycle and pedestrian movement. A permeable and integrated street network shall be a key requirement of development proposals.

Built form

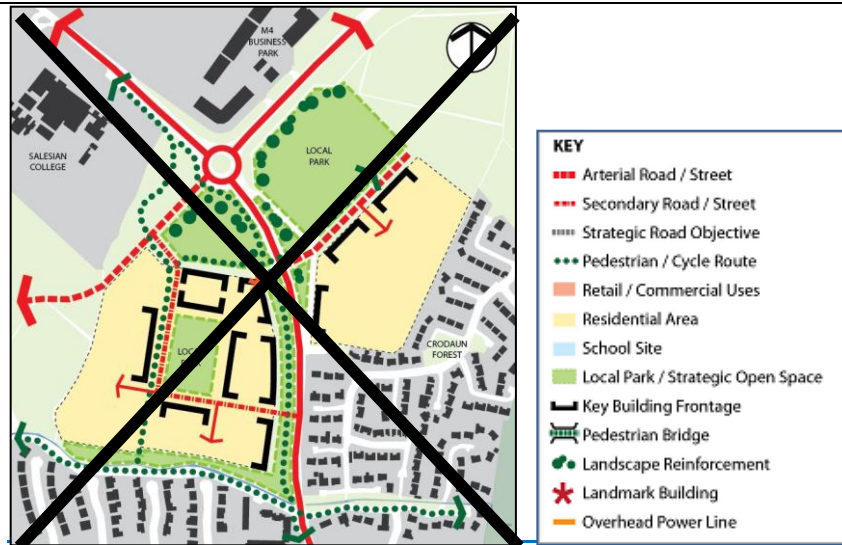
The development of this KDA should reflect the established pattern of development in the area and should protect the amenity of adjoining residential estates. Where overhead transmission cables traverse the site, proposed layouts shall comply with the recommended clearance distances identified by the ESB (ref. Section 17.11.2 of the Draft Kildare County Development Plan 2017-2023). Site layouts should seek to fully integrate the identified primary school site into the urban structure of the neighbourhood. School buildings should be designed to front onto new streets and spaces so that they contribute to the streetscape and the character of this KDA. ~~Local retail units of a scale appropriate to a local centre will be required along the proposed arterial street as part of phase 2 of the overall development of the site.~~

A mix of housing types that range from two to three storeys in height is encouraged. Landmark /feature buildings should be provided along prominent routes and at key junctions to provide for legibility and variety in the urban environment and to reinforce the proposed hierarchy of streets and spaces.

~~Development fronting onto the proposed arterial street should provide for continuity and enclosure across the different landholdings. Three storey terraces are considered particularly appropriate along this route.~~ Development along the *Shackleton Road* ~~Priory Square Road~~ and Oldtown Road should also provide for good road frontage and an appropriate set back. Innovative design solutions such as courtyard housing, duplex typologies and end of terrace units with frontage onto both a local street and Priory Square Road are encouraged.

This site will accommodate a minimum density of 35 units per hectare. This site will accommodate medium density residential development in the order of 30 units per hectare. However, where the

	<p>quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable.</p> <p>Landscape and Open Spaces Neighbourhood parks can make a significant contribution to the amenity value and identity of a place. A minimum of 6 hectares of the Oldtown KDA lands shall be reserved for neighbourhood parks. At least one park should be provided on the lands to the north and the south of the Oldtown Road. These parks should provide for both passive and recreational activities and should be well integrated into the urban structure of the neighbourhood.</p> <p><i>Public open space shall be provided in accordance with the open space standards of the Kildare County Development Plan 2017-2023.</i> Existing landscape features such as tree lines and streams should be integrated into open spaces. Open space networks that incorporate pedestrian and cycle routes, provide for passive and active recreation, promote ecology and integrate Sustainable Urban Drainage Systems are promoted.</p>	
137	<p>Proposed Alteration No. 30:</p> <p>Delete Section 12.2.6 KDA 5 Crodaun (Maynooth Road Gateway)</p> <p>The Crodaun KDA comprises approximately 21.9 hectares of land on the northern outskirts of the town on both the east and west side of the Maynooth Road. The M4 Business Park and the Salesian secondary school are located to the north of the KDA. The Castle Village and Crodaun Forest Park housing estates are located to the south of these lands.</p>	



—Figure 12.4 Design Concept for KDA 5 Crodaun

Vision

A residential area and public park that consolidates development to the north of the town and presents a landscaped edge to the Maynooth Road.

Connectivity/ Movement

This KDA is traversed by a proposed ‘Western Outer Link Road’ that will link the R403 (Clane Road) to the R405 (Maynooth Road) and R449 (Leixlip Road) at Crodaun. The section through KDA 5 shall be provided in conjunction with any new developments west of the Maynooth Road.

The primary means of vehicular access to this KDA will be off the Maynooth Road. New streets and spaces should provide for a cycle and pedestrian friendly environment with connections to the Maynooth Road and Kilwogan Lane. A permeable and integrated street network shall be a key requirement of development proposals.

Built Form

The development of this KDA should reflect the established pattern of development in the area and should protect the amenity of adjoining residential estates.

A 5-hectare public park is required on lands to the east of the Maynooth Road.

A mix of housing types that range from two to three storeys in height is encouraged. Landmark / feature buildings should be provided along prominent routes and at key junctions to provide for variety and legibility in the urban environment and to reinforce a hierarchy of streets and spaces.

	<p>This site will accommodate medium to low density residential development in the order of 25 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 30 units per hectare may be achievable.</p> <p>Landscape and Spaces</p> <p>New residential areas at Crodaun should comprise a hierarchy of open spaces. Larger open spaces should provide a focus for the developments on both sides of the road with smaller areas of open space being utilised to provide a landscape buffer to the Maynooth Road and incidental open spaces within the site.</p> <p>Existing landscape features such as tree lines should be integrated into open spaces. Open space networks that incorporate pedestrian and cycle routes, provide for passive and active recreation, promote ecology and integrate Sustainable Urban Drainage Systems are promoted.</p>	
<p>138</p>	<p>Proposed Alteration No. 31: Amend Section 12.2.7 and Figure 12.5 Design Concept for KDA6 Simmonstown</p> <p>12.2.75 KDA 65 – Simmonstown</p> <p>The KDA at Simmonstown is located between Hazelhatch Park and Temple Manor residential estates to the north east and south west respectively. The lands measure approximately 16.8 39 hectares in area and are currently in agricultural use. The lands are accessible from the Newtown / Ardclough Road. An overhead power line traverses the southern northern portion of the KDA.</p>	



Figure 12.5 Design Concept for KDA 6 Simmonstown

Vision

A residential area including a primary school that consolidates the southern environs of Celbridge ~~and~~, establishes an attractive edge to the town *and provides for improved access to the Hazelhatch Road and train station.*

Connectivity/ Movement

Vehicular access to this KDA should comprise ~~an arterial~~ *a link* street that connects the Newtown / Ardclough Road to the R405 (Hazelhatch Road) via Callenders Mill. A second point of access off the Newtown / Ardclough Road is desirable. Provision should *also* be made for a ~~future road~~ connection to the ~~lands to the south west of the KDA with a view to providing access onto the~~ Newtown / Ardclough Road, south of ~~the~~ Chelmsford *residential estate*, ~~in the longer term~~. New streets and spaces should provide for a cycle and pedestrian friendly environment with designated cycle routes along ~~arterial~~ *link* streets. A permeable and integrated street network shall be a key requirement of development proposals. All roads and streets should be designed in accordance with DMURS.

Built Form

The development of this KDA should reflect the established pattern of development in the area and should protect the amenity of adjoining residential estates. Development proposals shall safeguard the remains of ~~an existing ringfort~~ *discovered* and ~~any~~ undiscovered archaeology on the lands located within this KDA. Where overhead transmission cables traverse the site, proposed layouts shall comply with the recommended clearance distances identified by the ESB (ref. Section 17.11.2 of the ~~Draft~~ Kildare County Development Plan 2017-2023).

A primary school site shall be reserved to the ~~south east~~ *centre* of this KDA and should be integrated

into the site layout of future development proposals. Design proposals for a new school should ~~provide frontage onto the proposed arterial street and~~ should make a positive contribution to the character of this area.















A mix of housing types that range from two to three storeys in height is encouraged. Landmark / feature buildings should be provided along prominent routes and at key junctions to provide for variety and legibility in the urban environment and to reinforce a hierarchy of streets and spaces. This site will accommodate medium to low-density residential development in the order of ~~30~~ **35** units per hectare. ~~However, where the quality of the design and layout is particularly high, a maximum density of 35-40 units per hectare may be achievable.~~

Landscape and Spaces

It is a key requirement of this KDA that the site of the ringfort identified on the Record of Monuments and Places be integrated into a public open space and that an appropriate buffer is established around the ringfort (Department of Arts, Heritage, Rural, Regional and Gaeltacht Affairs will advise at detailed design stage). This space will provide a unique focus for this new residential area.

Development proposals should maintain the established building set back on the Newtown / Ardclough Road with areas of public open space being provided to the front of the site. A landscaped edge should be provided to the south ~~east~~ of the site with a view to integrating new development into the landscape.

Existing landscape features such as tree lines should be incorporated into public open spaces. Open space networks that incorporate pedestrian and cycle routes, provide for passive and active recreation, promote ecology and integrate Sustainable Urban Drainage Systems are promoted.

139	<p>Proposed Alteration No. 32: Amend Key/legend in KDA Design Concepts Figures 12.1, 12.2, 12.3, 12.4 and 12.5 Arterial Road / Street <i>Link Road / Street</i> Secondary Road / Street <i>Local Road / Street</i> Pedestrian / Cycle Route <i>Pedestrian & Cycle Route</i> Local Park / Strategic Open Space <i>Local Park / Open Space</i></p> <p>Include <i>Road Bridge</i> and associated graphic in legend</p> <div style="border: 1px solid black; padding: 5px;"> <p>KEY</p> <ul style="list-style-type: none">  Link Road / Street  Local Road / Street  Strategic Road Objective  Pedestrian & Cycle Route  Retail / Commercial Uses  Residential Area  School Site  Local Park / Open Space  Key Building Frontage  Pedestrian Bridge  Road Bridge  Landscape Reinforcement  Landmark Building  Overhead Power Line </div>
------------	---

Item No.	Motion	
140 (& Items No. 142, 143)	<p>Motion - Cllr Michael Coleman Proposed Alteration No. 34, Town Centre / Cycle Link, phasing Delete: to be completed prior to the occupation of dwelling units 351 in KDA 3 Insert: to be completed prior to the commencement of development of dwelling units 350+</p>	<p>Response It is considered reasonable that the reference to occupation be retained as this avoids unnecessary delays and ensures that there is a critical mass to utilise new infrastructure upon completion.</p> <p>Recommendation No change.</p>

Chapter 13 Implementation

Item No.	Chief Executive's Proposed Material Alterations											
141	Proposed Material Alteration No. 33 Amend Table 13.3. Land Use Zoning Matrix:											
Land Use	A – Town Centre	B – Existing Residential / Infill	C – New Residential	E – Community and Educational	F – Open Space and Amenity	F2 – Strategic Open Space	G - Green Belt	N - Neighbourhood Centre	H - Light Industry and Warehousing	I - Agricultural	R – Commercial and Tourism	U – Utilities and Services
Amusement Arcade	N	N	N	N	N	N	N	N	N	N	N	N
Agricultural Buildings	N	N	N	N	N	N	O	N	O	Y	N	N
Car Park (other than ancillary car parking)	Y	N	N	O	N	N	N	O	O	N	N	O
Betting Office	O	N	N	N	N	N	N	O	N	N	N	N
Cemetery	N	N	N	Y	O	N	N	N	N	N	N	N
Community / Recreational/ Sports buildings	Y	O	O	Y	Y	N	N	O	N	N	O	N
Crèche/Playschool	Y	O	Y	Y	O	N	N	O	O	N	O	N

Cultural Uses/Library	Y	O	O	Y	O	O	N	O	N	N	N	N
Dancehall/Disco	O	N	N	N	N	N	N	N	N	N	N	N
Dwelling	Y	Y	Y	O ²	N	N	N	Y	N	O ³	N	N
Funeral Homes	Y	N	N	Y	N	N	N	O	N	N	N	N
Garage / Car Repairs	N	N	N	N	N	N	N	N	Y	N	N	N
Guest House/Hotel/Hostel	Y	O	O	Y	N	N	N	N	N	O ⁴	⊖ Y	N
Heavy Commercial Vehicle Park	N	N	N	N	N	N	N	N	Y	N	N	N
Hot Food take away	O	N	N	N	N	N	N	O	N	N	N	N
Light Industry	O	N	N	N	N	N	N	N	Y	N	N	N
Medical Consultancy / Health Centre	Y	O	O	Y	N	N	N	Y	N	N	N	N
Motor Sales	N	N	N	N	N	N	N	N	Y	N	N	N
Nursing Home/Housing for the Elderly	Y	Y	Y	Y	N	N	N	O	N	N O ⁵	N	N

² Ancillary to health / community use to meet special accommodation needs

³ In accordance with the Rural Housing Policy set out in the County Development Plan save structures addressed under BHO2.2

⁴ Proposals of this nature shall be restricted to restoration projects and/or reuse of historic buildings subject to compliance with Development Management Standards of the CDP

	Offices	Y	O ⁶	O	O	N	N	N	O	N	N	O	N
	Park / Playground	Y	Y	Y	Y	Y	Y	Y	Y	N	O	O	N
	Petrol Station	N	N	O	N	N	N	N	O	Y	N	N	N
	Place of Worship	Y	O	O	Y	N	N	N	O	N	N	N	N
	Playing Fields	O	O	O	Y	Y	Y	Y	O	N	O	O	N
	Pub	Y	N	O	N	N	N	N	O	N	N	N	N
	Restaurant	Y	O	O	N	N	N	N	O	N	N	O	N
	School	Y	O	O	Y	N	N	N	N	N	N	N	N
	Shop (Comparison)	Y	N	N	N	N	N	N	N	N	N	O	N
	Shop (Convenience)	Y	O	O	N	N	N	N	Y	N	N	O	N
	Utility Structures	O	O	O	O	O	O	O	O	Y	O	O	Y
	Warehouse/Store ⁷ /Depot	N	N	N	N	N	N	N	N	Y	N	N	N
	Workshops /Small Scale Craft	O	O	N	N	N	N	N	N	Y	O	O	Y
142	Proposed Alteration No.34: Amend Phasing for KDA3 in Section 13.5.1 as follows: KDA 3 – Ballyoulster												

⁵ *Proposals of this nature shall be restricted to restoration projects and/or reuse of existing buildings to accommodate such uses.*

⁶ *Proposals of this nature shall be restricted to circa 100sqm*

⁷ *Storage, which is ancillary to a primary use, will be considered on a case by case basis having regard to the zoning objective pertaining to the area.*

Type of Infrastructure	Description	Phasing
Town Centre pedestrian / cycle link	New pedestrian and cycle link from Celbridge Main Street to Dublin Road including bridge crossing of the River Liffey in KDA 2 <i>or improved pedestrian and cycle facilities on the existing Liffey Bridge.</i>	To be completed prior to the commencement of development occupation of dwelling units 350+ <i>351</i> in KDA 3.
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1- 100 <i>150</i> to be completed prior to the commencement of dwelling no. 101 <i>151</i> in KDA3. Pro-rata provision for remainder to be completed prior to the completion of development in KDA3.
Local Park	Local Park to include landscaping, play facilities and green links.	To be completed prior to the commencement of development occupation of dwelling units 350+ <i>351</i> in KDA 3.

Item No.	Motions	Response
143 (& Item 140)	<p>Motion - Cllr Michael Coleman Amend Local Park phasing requirement as follows;</p> <p>Delete to be completed prior to the occupation of dwelling units 351 in KDA 3.</p> <p>Substitute: to be completed prior to the commencement of development of dwelling 350+ in KDA 3.</p>	<p>Response It is considered reasonable that the reference to occupation be retained as this avoids unnecessary delays and ensures that there is a critical mass to utilise new infrastructure upon completion.</p> <p>Recommendation No change.</p>

144	<p>Motion - Cllr Íde Cussen</p> <p>Phasing for KDA3 in Section 13.5.1(Town Centre pedestrian/cycle link.)</p> <p>Delete “New pedestrian and cycle link from Celbridge Main Street to Dublin Road including bridge crossing of the River Liffey in KDA 2”.</p> <p>Insert: To be completed prior to the commencement of development</p>	<p>Response</p> <p>It is considered reasonable that the reference to occupation be retained as this avoids unnecessary delays and ensures that there is a critical mass to utilise new infrastructure upon completion.</p> <p>Recommendation</p> <p>No change.</p>
------------	--	--

Item No.	Chief Executive’s Proposed Material Alterations												
145	<p>Proposed Alteration No. 35:</p> <p>Delete Phasing for KDA4 in Section 13.5.1 as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="background-color: #007080; color: white;">KDA 4 - Oldtown</th> </tr> <tr> <th style="background-color: #007080; color: white;">Type of Infrastructure</th> <th style="background-color: #007080; color: white;">Description</th> <th style="background-color: #007080; color: white;">Phasing</th> </tr> </thead> <tbody> <tr> <td style="color: #007080;">Western Link Road (Objective MTO3.7)</td> <td style="color: #007080;">Strategic link road from R403 (Clane Road) to junction of R405 (Maynooth Road) and R449 (Leixlip Road)</td> <td style="color: #007080;">To be completed prior to the commencement of development on Phase 2 lands (c. unit 451+).</td> </tr> <tr> <td>Childcare</td> <td>Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.</td> <td>Pro-rata provision for dwellings 1-100 150 to be completed prior to the commencement of dwelling no. 101 151 in KDA4. Pro-rata provision for remainder to be completed prior to the completion of development in KDA4</td> </tr> </tbody> </table>	KDA 4 - Oldtown			Type of Infrastructure	Description	Phasing	Western Link Road (Objective MTO3.7)	Strategic link road from R403 (Clane Road) to junction of R405 (Maynooth Road) and R449 (Leixlip Road)	To be completed prior to the commencement of development on Phase 2 lands (c. unit 451+).	Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1- 100 150 to be completed prior to the commencement of dwelling no. 101 151 in KDA4. Pro-rata provision for remainder to be completed prior to the completion of development in KDA4
KDA 4 - Oldtown													
Type of Infrastructure	Description	Phasing											
Western Link Road (Objective MTO3.7)	Strategic link road from R403 (Clane Road) to junction of R405 (Maynooth Road) and R449 (Leixlip Road)	To be completed prior to the commencement of development on Phase 2 lands (c. unit 451+).											
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1- 100 150 to be completed prior to the commencement of dwelling no. 101 151 in KDA4. Pro-rata provision for remainder to be completed prior to the completion of development in KDA4											

	Open Space (Amenity and Recreation)	Completion of public park on lands zoned Open Space and Recreation including landscaping, footpaths and pitches.	To be completed prior to the commencement of dwelling no. 151 in KDA.												
146	<p>Proposed Alteration No. 36: Delete Phasing for KDA5 in Section 13.5.1 as follows:</p> <table border="1"> <thead> <tr> <th colspan="3">KDA 5 – Maynooth Road Gateway</th> </tr> <tr> <th>Type of Infrastructure</th> <th>Description</th> <th>Phasing</th> </tr> </thead> <tbody> <tr> <td>Childcare</td> <td>Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.</td> <td>Pro-rata provision for dwellings 1-100 to be completed prior to the commencement of dwelling no. 101 in KDA2. Pro-rata provision for remainder to be completed prior to the completion of development in KDA2.</td> </tr> <tr> <td>Public Open Space</td> <td>Completion of public park on lands zoned open space to the east of the R405 (Maynooth Road) to include playing pitches and landscaping.</td> <td>To be completed prior to the completion of development to the east of the R405 (Maynooth Road).</td> </tr> </tbody> </table>			KDA 5 – Maynooth Road Gateway			Type of Infrastructure	Description	Phasing	Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1-100 to be completed prior to the commencement of dwelling no. 101 in KDA2. Pro-rata provision for remainder to be completed prior to the completion of development in KDA2.	Public Open Space	Completion of public park on lands zoned open space to the east of the R405 (Maynooth Road) to include playing pitches and landscaping.	To be completed prior to the completion of development to the east of the R405 (Maynooth Road).
KDA 5 – Maynooth Road Gateway															
Type of Infrastructure	Description	Phasing													
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1-100 to be completed prior to the commencement of dwelling no. 101 in KDA2. Pro-rata provision for remainder to be completed prior to the completion of development in KDA2.													
Public Open Space	Completion of public park on lands zoned open space to the east of the R405 (Maynooth Road) to include playing pitches and landscaping.	To be completed prior to the completion of development to the east of the R405 (Maynooth Road).													
147	<p>Proposed Alteration No. 37: Amend Phasing for KDA6 5 in Section 13.5.1 as follows;</p> <table border="1"> <thead> <tr> <th colspan="3">KDA 6 5 - Simmonstown</th> </tr> <tr> <th>Type of Infrastructure</th> <th>Description</th> <th>Phasing</th> </tr> </thead> <tbody> <tr> <td>River Liffey Vehicular Bridge and link road.</td> <td>New vehicular bridge over the River Liffey and link road from the bridge to Simmonstown KDA.</td> <td>To be completed prior to the commencement occupation of any development in KDA 5.</td> </tr> </tbody> </table>			KDA 6 5 - Simmonstown			Type of Infrastructure	Description	Phasing	River Liffey Vehicular Bridge and link road.	New vehicular bridge over the River Liffey and link road from the bridge to Simmonstown KDA.	To be completed prior to the commencement occupation of any development in KDA 5.			
KDA 6 5 - Simmonstown															
Type of Infrastructure	Description	Phasing													
River Liffey Vehicular Bridge and link road.	New vehicular bridge over the River Liffey and link road from the bridge to Simmonstown KDA.	To be completed prior to the commencement occupation of any development in KDA 5.													

	Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1- 100 150 to be completed prior to the commencement of dwelling no. 101 151 in KDA 6 5. Pro-rata provision for remainder to be completed prior to the completion of development in KDA 6 5..
	Open Space (Amenity and Recreation)	Local Park including play areas, footpaths and landscaping.	To be completed prior to the commencement of development occupation of dwelling units 350 + 351 in KDA 6 5.

Item No.	Motions	
148	<p>Motion - Cllr Michael Coleman Amend phasing for KDA 6 Simmonstown River Liffey Vehicular Bridge and link road. Delete: to be completed prior to the occupation of any development in KDA 6 (5) Insert: to be completed prior to the commencement of any development in KDA 6 (5)</p>	<p>Response It is considered reasonable that the reference to occupation be retained as this avoids unnecessary delays and ensures that there is a critical mass to utilise new infrastructure upon completion.</p> <p>Recommendation No change.</p>
149	<p>Motion - Cllr Michael Coleman Amend phasing for KDA 6 Simmonstown Open Space (Amenity and Recreation) Delete: to be completed prior to the occupation of dwelling units 351 in KDA 6 (5) Insert: to be completed prior to the commencement of dwelling units 351 in KDA 6 (5)</p>	<p>Response It is considered reasonable that the reference to occupation be retained as this avoids unnecessary delays and ensures that there is a critical mass to utilise new infrastructure upon completion.</p> <p>Recommendation No change.</p>

<p>150 (& Item 153)</p>	<p><u>Motion - Cllr Kevin Byrne</u> That the swimming pool at St Raphael's be retained for town centre use in the event of the land being purchased.</p>	<p>It is considered contrary to the zoning objective and unduly restrictive to apply the requirements outlined in this motion, on lands that are in private ownership. The alterations if applied, have the potential to impact adversely on the development potential, sale and value of the land.</p> <p>Recommendation: No change.</p>
<p>151</p>	<p><u>Motion - Cllr Íde Cussen</u> That a parking survey is carried out with a view to identifying additional off street parking.</p>	<p>Response This is an operational matter for KCC and not one for a land use plan. It is a policy of the Plan MT4 to provide for the parking needs of residents, businesses and visitors to Celbridge town centre.</p> <p>Recommendation No change.</p>
<p>152</p>	<p><u>Motion - Cllr Joe Neville</u> Insert new objective COMO2.3: To identify suitable sites for a fire/ambulance station, a swimming pool etc.</p>	<p>Response It is considered there is sufficient land zoned for Community uses within the plan area on which a fire station or swimming pool would be appropriate without the requirement of identifying a specific site.</p> <p>Recommendation No change.</p>
<p>153 (& Item 150)</p>	<p><u>Motion - Cllr Kevin Byrne</u> That the swimming pool at St Raphael's be retained for town centre use in the event of the land being purchased.</p>	<p>Response See 150 above.</p>

Item No.	Chief Executive's Proposed Material Alteration
<p>154</p>	<p>Proposed Alteration No. 38: To amend the LAP boundary on all LAP Maps to accord with the administrative boundary of the Celbridge-Leixlip Municipal District area.</p>