

Áras Chill Dara,

Páirc Devoy,

An Nás,

14<sup>th</sup> of August 2017

## **MEETING REPORT**

A special meeting of the Celbridge - Leixlip Municipal District will be held at 10.00 am on Thursday 17<sup>th</sup> of August 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 with Proposed Material Alterations and Chief Executive's Report on Submissions and Observations received on Proposed Material Alterations, July 2017. Members may make or amend the Plan, in accordance with the recommendations set out in the Chief Executives Report, or otherwise.

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

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Ken Kavanagh

Meetings Administrator



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 with Proposed Material Alterations and Chief Executive's Report on Submissions and Observations received on Proposed Material Alterations dated July 2017 (previously circulated).

Item No.	Chief Executives proposed alterations
2	To consider Chief Executive's proposed alterations (update to Census data to reflect Census 2016 results).

### Chapter 1 Introduction

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

### Chapter 3 Vision for Celbridge

Item No.	Proposed Material Alteration
4	<p><b>Proposed Alteration No. 2:</b> 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</p>

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.

## Chapter 4 Compliance with Core Strategy

Item No.	Proposed Material Alteration
5	<p><b>Proposed Alteration No. 3:</b></p> <p>Amend Section 4.1 Function, Population and Scale of Celbridge</p> <p>The draft LAP identifies <del>129</del> 126.6 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 <del>3658</del> 4,033 (approx.) residential units (Table 4.1 refers).</p> <p>KDA 1 <del>and KDA 2 are</del> is a town centre <del>expansion extension</del> sites that has<del>ve</del> the potential to accommodate <del>the</del> a mix of retail, commercial, community and residential uses. KDA 2, KDA 3, KDA 4 <del>and</del> KDA 5<sup>1</sup> <del>and KDA 6</del> 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>

Item No.	Proposed Material Alteration
6	<p><b>Proposed Material Alteration No. 4</b></p> <p>Replace final paragraph of Section 4.4:</p> <p><del>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</del></p>

<sup>1</sup> Final KDA reference numbers will be assigned on adoption of the Final Celbridge LAP

	<p><del>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.</del></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>	
Item No.	Motion	Chief Executives Reponse
7	<p><b>Cllr Brendan Young</b> To delete all of MA 4, except the following: 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. 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.</p>	<p><b>Response</b> The text regarding the capacity of the transport network addresses the current traffic situation in Celbridge and highlights the requirement for the delivery of a new vehicular crossing of the River Liffey to support the delivery of new housing and town centre expansion sites. This is further supported by policies and objectives regarding traffic impact assessment and phasing requirements throughout the Local Area Plan and is considered adequate.</p> <p><b>Recommendation:</b> Material Alteration No. 4 is adopted as proposed with the inclusion of a new action under policy MT3 as follows;</p> <p><i>To initiate, in conjunction with the preparation of the Traffic</i></p>
8	<p><b>Councillor Joe Neville</b> That the wording be changed to reflect that a new bridge for Celbridge in the town is required currently and not just to facilitate new proposed developments. EG “crossing of the River Liffey is currently required for the</p>	

9	<p>population of the town and is critical to support the extent of developments proposed.</p>	<p><i>Management Plan, a route selection process for a new vehicular bridge crossing of the River Liffey.</i></p>
	<p><b>Councillor Michael Coleman</b>  Insert upper case text into the following:</p> <p>It is proposed to prepare a Transport 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...insert.. "HOWEVER THIS SHOULD NOT BE RELIANT ON THE ROUTE SELECTION FOR THE NEW VEHICULAR BRIDGE CROSSING TO BE SITUATED AT SIMMONSTOWN" 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.</p>	

Item	Proposed Material Alteration			
10	<b>Proposed Material Alteration No. 5</b> 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	<del>100</del> 180**	<del>100</del> 180**	Mixed use site
<del>KDA 2 Donaghcumper: Town Centre Extension</del>	<del>6.4</del>	<del>150**</del>	<del>150**</del>	<del>Mixed use site</del>
KDA <del>2</del> <sup>2</sup> <del>3</del> Ballyoulster: New Residential Area	29.5	<del>1032</del> 885	1032 885	35 30
KDA <del>34</del> Oldtown: New Residential Area	13.7 47.5	411 1425	411 1425	30
KDA <del>45</del> Crodaun: New Residential Area	19.9 15	600 450	600 450	30
KDA <del>56</del> Simmonstown: New Residential Area	35 13.1	1225 393	1225 393	35 30
Other Sites	19.5 8.5	585 225	585 225	Infill 30
<b>TOTAL</b>	126.6 <sup>3</sup> 129	4033 <sup>4</sup> 3,658	4033 <sup>4</sup> 3,658	30

<sup>2</sup> Final KDA reference numbers will be assigned on adoption of the Final Celbridge LAP

<sup>3</sup> Consequential amendments occur throughout the LAP written statement as a result

<sup>4</sup> Consequential amendments occur throughout the LAP written statement as a result

Item No.	Motion	Chief Executives Reponse
<p><b>11</b></p> <p><b>Councillor Íde Cussen</b> That the Estimated Residential Capacity in KDA at Oakleigh Park (St John of Gods) be reduced to 100.</p> <p><b>12</b></p> <p><b>Councillor Joe Neville</b> Reduce the housing capacity in KDA at Oakleigh Park from 180 to 100.</p>		<p><b>Response</b> In this regard, table 4.1 of the Draft LAP states that the ‘Estimated Residential Capacity’ figures represent an estimate only and the density of development and balance of uses (residential/community/commercial) and number of units permissible will be determined at detailed design stage based on a full assessment of site characteristics and local sensitivities. Furthermore, the draft LAP outlines a requirement for a masterplan to provide an overarching context for redevelopment in KDA 1 and sets out broad parameters for a masterplan for St Raphael’s. The Draft LAP highlights that the estimated residential capacity of town centre expansion sites is indicative only and the Planning Authority, as part of the development management process will consider the detail of the masterplan and opportunities for the public to engage will be afforded as part of the statutory planning application process.</p> <p><b>Recommendation</b> Table 4.1 is amended to indicate a range of <i>100-150 units</i> for the ‘Estimated Residential Capacity’ figures at this location subject to the preparation of the masterplan.</p>
<p><b>13</b></p> <p><b>Councillor Joe Neville</b> Reduce the housing capacity in KDA at Ballyoulster from 1,032 to 885.</p> <p><b>14</b></p> <p><b>Councillor Íde Cussen</b> KDA Ballyoulster; Reduce Estimated Residential Capacity to 885 and estimated density to 30. Any development at Ballyoulster shall safeguard the remains of discovered and undiscovered archaeology on the lands located within this KDA.</p> <p><b>Councillor Michael Coleman</b></p>		<p><b>Response</b> National policy seeks to increase sustainability and efficiency in urban areas through greater alignment of land use and transport. In relation to residential development, this policy seeks to increase residential densities and identify suitable development lands in areas proximate to public transport corridors. Investment in high quality public transport has to be made economically justifiable, and this can only occur with a sufficient critical mass of development, either existing or envisaged to exist in the future. Furthermore, it is noted that the guidance set out in ‘Sustainable Residential Development</p>



<p><b>15</b></p>	<p>KDA Ballyoulster; Reduce Density from 35 to 30 and to amend Table 4.1.</p>	<p>in Urban Areas’ which suggest that “Outer Suburban / ‘Greenfield’ sites may be defined as open lands on the periphery of cities or larger towns, whose development will require the provision of new infrastructure, roads, sewers and ancillary social and commercial facilities, schools, shops, employment and community facilities’. These guidelines also state that studies have indicated that whilst the land take of the ancillary facilities remains relatively constant, the greatest efficiency in land usage on such lands will be achieved by providing net residential densities in the general range of 35-50 dwellings per hectare and such densities (involving a variety of housing types where possible) 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 hectare”. The proposed densities in the draft plan are at the lower end of the density bands recommended in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009 and in Table 4.2 of the CDP and are indicative only and the number of units permissible will be determined at detailed design stage based on a full assessment of site characteristics, local sensitivities.</p> <p><b>Recommendation</b> No change.</p>
<p><b>16</b></p> <p><b>17</b></p> <p><b>See also</b></p>	<p><b>Councillor Joe Neville</b> Reduce the housing capacity in KDA at Crodaun from 600 to 450 and reduce the hectares in KDA 4 Crodaun from 19.9 to 15 hectares.</p> <p><b>Councillor Brendan Young</b> Revise indicated housing at Crodaun to 450 and amend rest of the LAP accordingly.</p>	<p><b>Response</b> The reduction of the ‘Estimated Residential Capacity’ of the lands at the Crodaun KDA from 600 units to 450 (19.9ha to 15ha) is agreed with consequential amendments to the LAP accordingly.</p> <p>The Draft LAP sought to maintain a buffer from the Celbridge/Maynooth Road and Motorway link road through the use of the “F” zoning to protect residential amenity of</p>

<p><b>Material Alteration No. 9</b></p>		<p>existing and future residents and present a landscaped buffer at this important approach to the town and the reduction in new residentially zoned lands at this location will provide for same. The lands are also on the periphery of the town.</p> <p><b>Recommendation</b> Table 4.1 be amended to reduce the quantum of lands and 'Estimated Residential Capacity' from 19.9ha to 15ha and 600 to 450 units.</p>
<p><b>18</b></p>	<p><b>Councillor Joe Neville</b> Reduce the housing capacity in KDA at Simmonstown from 1,225 to 925 and reduce the hectares in KDA Simmonstown from 35 hectares to 26.5 Hectares.</p>	<p><b>Response</b> It is unclear where the proposed reduction in the Simmonstown KDA is to occur. National policy seeks to increase sustainability and efficiency in urban areas through greater alignment of land use and transport. In relation to residential development, this policy seeks to increase residential densities and identify suitable development lands in areas proximate to public transport corridors. Investment in high quality public transport has to be made economically justifiable, and this can only occur with a sufficient critical mass of development, either existing or envisaged to exist in the future. Furthermore, it is noted that the guidance set out in 'Sustainable Residential Development in Urban Areas' which suggest that "Outer Suburban / 'Greenfield' sites may be defined as open lands on the periphery of cities or larger towns, whose development will require the provision of new infrastructure, roads, sewers and ancillary social and commercial facilities, schools, shops, employment and community facilities'. These guidelines also state that studies have indicated that whilst the land take of the ancillary facilities remains relatively constant, the greatest efficiency in land usage on such lands will be achieved by providing net residential densities in the general range of 35-50 dwellings per hectare and such densities (involving a variety of housing types where possible) should be</p>

		<p>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 hectare”. The proposed densities in the draft plan are at the lower end of the density bands recommended in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009 and in Table 4.2 of the CDP and are indicative only and the number of units permissible will be determined at detailed design stage based on a full assessment of site characteristics, local sensitivities.</p> <p><b>Recommendation</b> No change.</p>
<p><b>19</b></p>	<p><b>Councillor Michael Coleman</b> KDA Simmonstown; Reduce Density from 35 to 30 and to amend Table 4.1.</p>	<p><b>Response</b> National policy seeks to increase sustainability and efficiency in urban areas through greater alignment of land use and transport. In relation to residential development, this policy seeks to increase residential densities and identify suitable development lands in areas proximate to public transport corridors. Investment in high quality public transport has to be made economically justifiable, and this can only occur with a sufficient critical mass of development, either existing or envisaged to exist in the future. Furthermore, it is noted that the guidance set out in ‘Sustainable Residential Development in Urban Areas’ which suggest that “Outer Suburban / ‘Greenfield’ sites may be defined as open lands on the periphery of cities or larger towns, whose development will require the provision of new infrastructure, roads, sewers and ancillary social and commercial facilities, schools, shops, employment and community facilities’. These guidelines also state that studies have indicated that whilst the land take of the ancillary facilities remains relatively constant, the greatest efficiency in land usage on such lands will be achieved by providing net residential densities in the general range of</p>

		<p>35-50 dwellings per hectare and such densities (involving a variety of housing types where possible) 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 hectare". The proposed densities in the draft plan are at the lower end of the density bands recommended in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009 and in Table 4.2 of the CDP and are indicative only and the number of units permissible will be determined at detailed design stage based on a full assessment of site characteristics, local sensitivities.</p> <p><b>Recommendation</b> No change.</p>
<p><b>20</b></p>	<p><b>Councillor Brendan Young</b> Revise indicated housing at Simmonstown to 400 and amend rest of the LAP accordingly.</p>	<p><b>Response</b> The focusing of new development at locations proximate to high quality public transport is a well-established planning policy principle most recently confirmed in the National Planning Policy Statement, 2015. The prioritisation of public transport corridors/accessible locations for new development is also clearly identified in several National Planning Guidelines including the Development and Local Area Plans Guidelines and the Sustainable Residential Development in Urban Areas Guidelines 2009. The Government's Smarter Travel: A Sustainable Transport Future (2009) policy also reiterates the need for integration of transport and land use planning with a general requirement that significant housing development in all cities and towns must have good public transport connections. The identification of the lands at Simmonstown seeks to balance national policy on sequential zoning of land from the urban centre and the efficient use of existing high quality public transport services and the lands at Simmonstown present well in this regard.</p>

		<b>Recommendation</b> No change.
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Item No.	Proposed Material Alteration
<b>21</b>	<b>Proposed Alteration No. 6</b> Amend the LAP boundary on all LAP Maps to accord with the administrative boundary of the Celbridge - Leixlip Municipal District Area <sup>5</sup> .

Item No.	Proposed Material Alteration
<b>22</b>	<b>Proposed Alteration No. 7</b> Amend Figure 4.1 Core Strategy Map to reflect revised development strategy.

Item No.	Proposed Material Alteration
<b>23</b>	<b>Proposed Alteration No. 8</b>  <b>Note:</b> In the interest of clarity it is proposed to consider Material Alteration No. 8 in 2 parts i.e. 8. i and 8 ii.  Amend Map 13.1 Land Use Zoning Map: 8. i Remove 'A' – Town Centre Zoning and Specific Objective (Town Centre Expansion) and replace with 'F2' – Strategic Open Space <sup>6</sup> <u>Consequential amendments arising:</u>

<sup>5</sup> Consequential amendments occur throughout all LAP maps as a result

<sup>6</sup> Consequential amendments occur throughout the LAP written statement as a result

- Amend Section 5.2 as follows and delete bullet point 2 in its entirety

An opportunity sites ~~is are~~ identified to the south of the Main Street at St Raphael’s (Oakley Park) ~~and to the east of Main Street at Donaghcumper~~. ~~Thisese~~ sites ~~hasve~~ capacity to accommodate town centre development and to act as a catalyst for town centre regeneration.

~~• Lands to the east of the River Liffey at Donaghcumper are situated to the rear of the historic Main Street. These lands are proximate to Celbridge Main Street and, subject to the provision of a bridge link over the River Liffey, have the potential to allow for town centre expansion and improved connectivity between the town centre and residential districts to the east. Lands at Donaghcumper were previously identified for town centre expansion in the Celbridge Development Plan 2002 and in the 2010 LAP. This LAP proposes a reduced town centre extension area, in response to environmental sensitivities associated with the historic landscape and the River Liffey.~~

- Amend Objective TCEO 1.1 as follows;

**TCEO1.1:** To support town centre uses on ~~the~~ identified opportunity sites ~~to the south of Main Street at St. Raphael’s (Oakley Park) and to the east of Main Street at Donaghcumper~~, subject to the protection of the architectural ~~and landscape~~ character of the area.

- Delete Section 12.2.3 KDA 2 - DONAGHCUMPER in its entirety
- Delete the following from Section 13.5.1 Key Development Areas (KDAs)

KDA 2 — Donaghcumper		
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 over the River Liffey.	To be completed prior to the occupation of any development within KDA 2.
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.
Open Space (Amenity and	Public open space to north of	To be completed prior to the

	Recreation)	the KDA along the River Liffey.	occupation of any development within KDA 2. This space may be off-set against public open space requirement for residential development.	
Item No.	Motions	Chief Executives Response		
24	<b>Councillor Brendan Young</b> To reject Material Alteration No. 8 (i) with consequential material alterations arising.	<b>Response</b> The KDA at Donaghcumper is considered to represent an important 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 and 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 the new neighbourhood at Ballyoulster and the St. Wolstan's Shopping Centre (Supervalu), thereby integrating development to east / west of the Liffey into the town core. 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 County Development Plan 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 were historically used as a paddock. In addition the lands 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.		
25	<b>Councillor Brendan Young</b> Return KDA 2 150 residential units (Donaghcumper) to the Celbridge LAP and amend rest of the LAP accordingly.			

		<p>It is considered that the lands to the south of Donaghcumper House have the capacity to absorb development without undermining the character of the town and the surrounding demesnes and should remain identified for 'Town Centre Expansion'.</p> <p><b>Recommendation</b> Material Alteration No. 8 (i) with consequential material alterations is <b>not</b> adopted.</p>
26	<p><b><u>Councillor Joe Neville</u></b> To retain the deletion of KDA 2 Donaghcumper</p>	<p><b>Response</b> See Chief Executives Response above</p>
27	<p><b><u>Councillor Anthony Larkin</u></b> That Material Alteration No. 8, the zoning of the area within Donaghcumper Demesne as F2 Strategic Open Space is adopted to preserve the character of the Liffey Valley and the historic Donaghcumper Demesne as key amenities for Celbridge and regional tourism.</p>	<p><b>Recommendation</b> Material Alteration No. 8 (i) with consequential material alterations is <b>not</b> adopted.</p>
28	<p><b><u>Councillor Íde Cussen</u></b> That Objective TCE01.1 be amended to read; 'To support town centre uses on the identified opportunity site to the south of Main Street at St Raphael's (Oakley Pk), subject to the protection of the architectural character of the area. <i>This site to include an objective to provide a Leisure/Amenities Centre for shared communities use.</i></p>	<p><b>Response:</b> The zoning objective for the lands at St Raphaels (Oakley Park) and 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. The LAP (S12.2.1) stipulates that development in KDA 1 (lands at Oakley Park) shall be supported by a Masterplan to ensure the coordinated development of this town centre site. However, it is considered 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><b>Recommendation:</b> Material Alteration No. 8 (i) with consequential material</p>



		alterations is <b>not</b> adopted.
Item No.	Proposed Material Alteration	
23. (a)	<p><b>Proposed Alteration No. 8 ii</b></p> <p>Amend Map 13.1 Land Use Zoning Map:</p> <p>8. ii</p> <p>Amend zoning to North West of Donaghcumper House from ‘I’ – Agricultural to ‘F2’ – Strategic Open Space.</p>	

Item No.	Proposed Material Alteration	
29	<p><b>Proposed Alteration No. 9</b></p> <p>Amend Map 13.1 Land Use Zoning Map:</p> <p>Remove zoning objective ‘F’ Open Space (in Crodaun KDA) and replace with zoning objective ‘C’ New Residential on lands on the Maynooth Road (east of roundabout).</p>	
Item No.	Motions	Chief Executives Response
30	<p><b><u>Motion; Councillor Anthony Larkin</u></b></p> <p>That Material Alteration No. 9, an increased quantum of residentially zoned land from ca. 450 to 600 at Crodaun is not adopted and reverts to ca. 450, as per the draft plan.</p>	<p><b>Response</b></p> <p>The reduction in the ‘Estimated Residential Capacity’ of the lands at the Crodaun KDA from 600 units to 450 (19.9ha to 15ha) is agreed with consequential amendments to the LAP accordingly.</p> <p>The Draft LAP sought to maintain a buffer from the Celbridge/Maynooth Road and Motorway link road through the use of the “F” zoning to protect residential amenity of existing and future residents and present a landscaped buffer at this important approach to the town and the reduction in new residentially zoned lands at this location will provide for same. The lands are also on the periphery of the town.</p>
31	<p><b><u>Councillor Íde Cussen</u></b></p> <p>That New Residential Zoning be supported on this ready to go site, East and West Maynooth Road KDA Crodaun with potential to deliver &gt; or = 450 units with design concept to be amended accordingly.</p>	
See also Motion regarding Crodaun under Item 16 +		

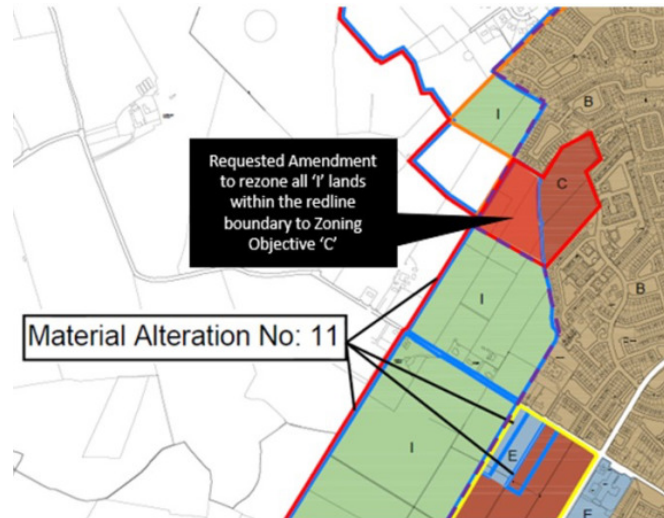
<b>17</b>	<b>Recommendation</b> Material Alteration No. 9 is <b>not</b> adopted.
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Item No.	Proposed Material Alteration
<b>32</b>	<b>Proposed Alteration No. 10</b> Amend Map 13.1 Land Use Zoning Map: Remove 'G' Green Belt zoning on lands adjacent to Crodaun KDA (4) and replace with zoning objective 'F' Open Space.

Item No.	Proposed Material Alteration
<b>33</b>	<b>Proposed Alteration No. 11</b> Amend Map 13.1 Land Use Zoning Map: i. Reduce 'C' New Residential zoning in Oldtown KDA (3) to 13.7 ha and replace remaining lands with zoning objective 'I' Agricultural and amend LAP boundary accordingly. ii. Relocate 'E' – Community & Educational zoning within Oldtown KDA.

Item No.	Motions	Chief Executive's Reponse
<b>34</b>	<b>Councillor Kevin Byrne</b> That 3 ha to the rear of Oldtown Mill, the subject of Material Alteration no. 11 and Submission No. 56, be reinstated as zoning objective "C" New Residential. This 3 ha, in addition to the 3.8 ha currently zoned, comprises the area for the completion of the Oldtown Mill Residential Estate. The additional 3 ha will accommodate a maximum of 100 units. These lands are fully serviced and are available to immediately deliver housing to help alleviate the housing crisis in the County.	<b>Response</b> 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.
<b>35</b>	<b>Councillor Bernard Caldwell</b> To reinstate an additional 3ha of fully serviced lands affected under Material Alteration no. 11 as "C" New Residential at Oldtown Mill and support submission no. 56 in CE's Report on Submissions Received.	
<b>36</b>	<b>Councillor Michael Coleman</b>	

That lands at Oldtown Mill Housing Estate, the subject of Submission no. 56, comprising c. 3 ha (100 units) be zoned "C" New Residential. Amend Table 4.1 Other Sites accordingly.



Item No.	Proposed Material Alterations	
37	<p><b>Proposed Alteration No. 12</b>            Amend Map 13.1 Land Use Zoning Map:            Simmonstown KDA (5): Increase 'C' - New Residential zoning to east and south of Simmonstown KDA to 35 ha and extend LAP boundary accordingly.</p>	
Item No.	Motions	Chief Executives Response
38	<p><b><u>Councillor Íde Cussen</u></b>            That KDA Simmonstown be subject to Masterplan as follows: No Residential zoning. Remove "New Residential" zoning and replace with Agriculture I Zoning and retain "subject to masterplan" hatching. Masterplan to be prepared and can only be integrated into the LAP by way</p>	<p><b>Response</b>            Material Alteration no. 47 requires that a masterplan be prepared for Simmonstown prior to the commencement of any development. The Masterplan will be required to set out a detailed roads and infrastructure strategy for the development as a whole to include upgrading of existing roads</p>

	<p>of statutory amendment to the LAP.</p>	<p>and the construction of new roads and will be informed by a detailed traffic assessment to ascertain the extent of development that to be supported by particular upgrading works.</p> <p>In order to provide an adequate housing supply over the Plan period to implement the core strategy, new housing lands must be brought forward. The lands at Simmonstown are strategically located relative to Celbridge Town Centre and Hazelhatch Rail Station and are considered to have potential to accommodate a new residential district in accordance with the principles of sustainable development. The zoning strategy of the Draft LAP with particular reference to the lands at Simmonstown seeks to balance national policy on the sequential zoning of land from the urban centre, the efficient use of existing high quality public transport services, the guidance set out in Circular PL 8/2016 APH 2/2016 with regard to housing delivery and with government policy that seeks to maximise access to and encourage the use of public transport.</p> <p>Submissions received on the Draft LAP from the Department for Housing, Planning, Community and Local Government and the National Transport Authority also support the approach outlined in the proposed Material Alterations.</p> <p>The requirement for a Masterplan will ensure critical infrastructure to support these lands will be delivered in tandem with new development, through a detailed phasing programme.</p> <p><b>Recommendation</b> Material Alteration No. 12 is adopted as proposed.</p>
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Item No.	Proposed Material Alteration
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39	<p><b>Proposed Alteration No. 13</b>  Amend Map 13.1 Land Use Zoning Map:  Zone additional lands ca. 5.4ha to south of Maynooth Road (west of Salesians) to 'C' - New Residential and amend LAP Boundary accordingly.</p>	
Item No.	Motions	Chief Executives Response
40	<p><b>Councillor Anthony Larkin</b>  That Material Alteration No. 13, zoning "C" New Residential is not adopted and that these lands remain outside of the LAP boundary.</p>	<p><b>Response</b>  Motions to reject Material Alteration no. 13 are agreed as it is considered that the subject lands are located outside of the development boundary identified in the Draft LAP, are relatively inaccessible and are located beyond the existing footpath network serving the town. Furthermore, it is an objective of the Kildare County Development Plan 2017 - 2023 to <i>'Identify and retain green belt separation areas between the development boundaries of the County's towns and villages in the interest of avoiding coalescence of settlements and to retain their distinctive character and identity'</i>. In addition, objective OSO1.6 for the Draft LAP (subject of Material Alteration No. 40) states that it is an objective of the plan <i>'To maintain and protect, from inappropriate development, the greenbelt between Leixlip, Celbridge and Maynooth'</i>.</p> <p>It is considered that the Draft LAP identified sufficient lands to meet the Core Strategy growth allocation for Celbridge over the Plan period and 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>In addition, it would be contrary to the principles of sustainable development and to government guidance on new residential developments to zone these lands for lower density.</p>
41	<p><b>Councillor Íde Cussen</b>  That this Material Alteration is not adopted.</p>	
42	<p><b>Councillor Bernard Caldwell</b>  To reconsider to rezone the land at Moorestown as a private development with approximately 45 upmarket houses.</p>	

Item No.	Proposed Material Alteration	Recommendation
		Material Alteration No. 13 is <b>not</b> adopted.
<b>43</b>	<b>Proposed Alteration No. 14</b> Amend Map 13.1 Land Use Zoning Map: Amend zoning on lands ca. 1.8ha to east of Ardclough Road at Newtown from 'I' – Agricultural to 'C' - New Residential.	
Item No.	Motions	Chief Executives Response
<b>44</b>	<b>Councillor Anthony Larkin</b> That Material Alteration No. 14, a zoning "C" New Residential" is not adopted and that these lands remain outside of the LAP boundary.	<b>Response</b> The Motion to reject Material Alteration no. 14 is agreed as 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. In addition, the Draft LAP identified sufficient lands to meet the Core Strategy growth allocation for Celbridge over the Plan period.  <b>Recommendation</b> Material Alteration No. 14 is <b>not</b> adopted.
<b>45</b>	<b>Councillor Íde Cussen</b> That this Material Alteration be adopted.	

Item No.	Proposed Material Alteration	
<b>46</b>	<b>Proposed Alteration No. 15</b> Amend Map 13.1 Land Use Zoning Map: Amend zoning on lands ca. 2ha to south of Clane Road at Abbey farm from 'F2' – Strategic Open Space to 'E' – Community & Educational.	
Item No.	Motions	Chief Executives Response
<b>47</b>	<b>Councillor Íde Cussen</b> That this Material Alteration be amended "to include provision for the replacement Centre for Choices".	<b>Response</b> Material Alteration No. 15 is a map amendment and it is therefore not considered appropriate to amend same "to include provision for the replacement Centre for Choices".

		<b>Recommendation</b> Material Alteration No. 15 is adopted as proposed.
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Item No.	Proposed Material Alteration	
48	<b>Proposed Alteration No. 16</b> Amend Map 13.1 Land Use Zoning Map to delete 'New Roads Objective' MTO3.9 and revise LAP boundary accordingly.	
Item No.	Motions	Chief Executives Response
49	<b>Councillor Anthony Larkin</b> That the Western Link Road Objective be maintained in alterations.	<b>Response</b> It is agreed that MTO 3.9 be retained with an amendment to 'explore by way of a feasibility study...' with revisions to LAP boundaries accordingly.  <b>Recommendation</b> Material Alteration No. 16 is not adopted and MTO 3.9 be retained in the plan as follows; <i>"To explore by way of Feasibility Study the potential to construct a Western Link Road that will link Maynooth Road R405 with the Clane Road R403".</i>
50	<b>Councillor Íde Cussen</b> That "New Roads Objective" MT03.9 be retained with the following amendment: "To explore by way of Feasibility Study the potential to construct a Western Link Road that will link Maynooth Road R405, Clane Road R403 and R449 Leixlip Road".	

### Chapter 5 Urban Centres & Retailing

Item No.	Proposed Material Alteration
51 See also Material Alteration no. 8(i) Item 23.	<b>Proposed Alteration No. 17</b> Amend Figure 5.1 Town Centre <i>Expansion Extension</i> Concepts Map to remove KDA 2 Donaghcumper (as per Material Alteration No. 8).

Item No.	Proposed Material Alteration
52	<p><b>Proposed Alteration No. 18</b> Amend objective 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 ensure that the Mill Centre is accessible for all.</i></p>

### Chapter 6 Housing & Community

Item No.	Proposed Material Alteration						
53	<p><b>Proposed Alteration No. 19</b> Amend Table 6.2 Community Facilities in Celbridge</p> <table border="1"> <thead> <tr> <th>Category of Community Facilities</th> <th>List of Existing Facilities</th> </tr> </thead> <tbody> <tr> <td>Garda Station</td> <td>Maynooth Road (<del>Mon – Sat 9.00-1.00 &amp; 2.00-9.00</del>)</td> </tr> <tr> <td>Other Community Facilities and Organisations</td> <td><i>Derrybeg Community Supported Farm</i> The Mill Community Centre Slip Hall The ACRE</td> </tr> </tbody> </table>	Category of Community Facilities	List of Existing Facilities	Garda Station	Maynooth Road ( <del>Mon – Sat 9.00-1.00 &amp; 2.00-9.00</del> )	Other Community Facilities and Organisations	<i>Derrybeg Community Supported Farm</i> The Mill Community Centre Slip Hall The ACRE
Category of Community Facilities	List of Existing Facilities						
Garda Station	Maynooth Road ( <del>Mon – Sat 9.00-1.00 &amp; 2.00-9.00</del> )						
Other Community Facilities and Organisations	<i>Derrybeg Community Supported Farm</i> The Mill Community Centre Slip Hall The ACRE						

Item No.	Proposed Material Alteration
54	<p><b>Proposed Alteration No. 20</b> Amend objective 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>



Item No.	Proposed Material Alteration	
55	<p><b>Proposed Alteration No. 21</b>            Insert new objective COMO2.3 as follows:</p> <p style="text-align: center;"><i>To support and facilitate the provision of play facilities in Celbridge, including playgrounds and a skatepark, for children of all ages, having regard to children with special needs.</i></p>	
Item No.	Motions	Chief Executives Response
56	<p><b>Councillor Íde Cussen</b>            That this Material Alteration be amended as follows: “To support and facilitate the provision of children’s play facilities in Celbridge including inclusive playgrounds and a skate park. A feasibility study regarding the location of play facilities for all ages will be carried out”.</p>	<p><b>Response</b>            Objective COMO2.3 provides for the provision of play facilities in Celbridge including playgrounds and a skatepark. 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 and is considered to be an operational matter for the Council.</p> <p><b>Recommendation</b>            Material Alteration No. 21 is adopted as proposed.</p>

## Chapter 7 Economic Development

Item No.	Proposed Material Alteration	
57	<p><b>Proposed Alteration No. 22</b>            Amend objective EDO1.2:</p> <p style="text-align: center;">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>	
Item No.	Proposed Material Alteration	

<b>58</b>	<b>Proposed Alteration No. 23</b> Insert new objective EDO2.11 (and renumber subsequent objectives accordingly):  <i>To investigate the feasibility of access to trails within the grounds of Celbridge Abbey including passage over the Rock Bridge to cross the River Liffey.</i>	
<b>Item No.</b>	<b>Motions</b>	<b>Chief Executives Response</b>
<b>59</b>	<b>Councillor Íde Cussen</b> That this Material Alteration be amended “To investigate the opportunities that may exist to make The Abbey Grounds and Liffey walk more accessible to the community”.	<b>Response</b> COMO 2.11 is considered appropriate in its current form.  <b>Recommendation</b> Material Alteration No. 23 is adopted as proposed.

<b>Item No.</b>	<b>Proposed Material Alteration</b>
<b>60</b>	<b>Proposed Alteration No. 24</b> Amend Section 7.4 Tourism  The Celbridge Manor Hotel is the former Collegiate School ( <del>founded as a charity school by Louisa Conolly</del> ) designed by architect Thomas Burgh in 1732 who also designed the Royal Barracks and library building at Trinity College in Dublin.

## Chapter 8 Movement & Transport

<b>Item No.</b>	<b>Proposed Material Alteration</b>
<b>61</b>	<b>Proposed Alteration No. 25</b> Insert new objective under Policy MT1 – Pedestrian and Cycle Movement (and renumber subsequent objectives accordingly):  <i>To upgrade existing pedestrian and cycle facilities across the River Liffey.</i>

<b>Item No.</b>	<b>Proposed Material Alteration</b>
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<b>62</b>	<p><b>Proposed Alteration No. 26</b> Amend objective MTO1.1: To ensure all footpaths in the town provide adequate access <i>for persons with a disability or who have impaired mobility</i> <del>for the disabled and mobility impaired.</del></p>
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Item No.	Proposed Material Alteration	
<b>63</b>	<p><b>Proposed Alteration No. 27</b></p> <p>i. Delete objective MTO1.7 and amend Map 8.1 accordingly</p> <p style="color: #0070c0;"><del><b>MTO1.7:</b>—To improve permeability for pedestrians and cyclists between existing residential areas and key destinations within the town particularly at the following locations:</del></p> <p style="color: #0070c0;"><del>a. —The Glade towards Willowbrook Park</del></p> <p style="color: #0070c0;"><del>b. —The Walk towards Willowbrook Grove</del></p> <p style="color: #0070c0;"><del>c. —The Walk towards Willowbrook Lawns</del></p> <p style="color: #0070c0;"><del>d. —Priory View and Grove to Church Road</del></p> <p style="color: #0070c0;"><del>e. —Ballymakealy Grove to North Kildare Educate Together School</del></p> <p style="color: #0070c0;"><del>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.</del></p> <p>II. Insert new objective under MT1 (and renumber subsequent objectives accordingly):</p> <p style="color: #c00000;"><i>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 in accordance with NTA published ‘Permeability: Best Practice Guide (2015)’, or any successor to same.</i></p>	
Item No.	Motions	Chief Executives Response
<b>64</b>	<p><b>Councillor Íde Cussen</b> That MT01.7 be deleted in its entirety</p>	<p><b>Response</b> It is recommended that the objective is retained in the LAP to promote permeable layouts in new developments. In relation to the deletion of “in accordance with NTA published permeability.....” it is considered that this guidance seeks to provide a basis for the delivery of this choice in existing built-up areas by promoting permeability for</p>
<b>65</b>	<p><b>Councillor Íde Cussen</b> <b>MT1</b> be amended “To promote enhanced permeability for pedestrians and cyclists..... subject to local Public Consultation. Delete “in accordance with NTA published permeability.....”.</p>	

<b>66</b>	<p><b>Councillor Íde Cussen</b> Amend MT01.8 "To require new housing developments to deliver filtered or full permeability in so far as is possible and in the case of adjoining greenfield sites, to ensure the potential is addressed. Permeability projects through existing housing estates shall be subject to local public consultation".</p>	<p>pedestrians and cyclists and to aid their movement throughout towns and villages. In this context it is considered appropriate to retain this reference to provide guidance during design phases.</p> <p>It is agreed that "to adjoining development" be deleted.</p> <p><b>Recommendation</b> Material Alteration No. 27 is adopted as proposed save to delete "to adjoining development".</p>
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Item No.	Proposed Material Alteration
<b>67</b>	<p><b>Proposed Alteration No. 28</b> 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>

Item No.	Proposed Material Alteration
<b>68</b>	<p><b>Proposed Alteration No. 29</b> Insert new action under Policy MT2 Public Transport as follows: <i>To engage with the NTA, Dublin Bus, Irish Rail, Local Link and all other stakeholders to improve the provision of public transport in Celbridge.</i></p>

Item No.	Motions	Chief Executives Response
<b>69</b>	<p><b>Councillor Anthony Larkin</b> To insert wording in blue: "To engage with the NTA, Dublin Bus, Irish Rail, Local Link and all other stakeholders, <b>including representatives from the local community</b>, to improve the provision of public transport in Celbridge."</p>	<p><b>Response</b> Agreed.</p> <p><b>Recommendation</b> Material Alteration No. 29 is adopted as proposed save to include the words "including representatives from the local</p>

		community”.
Item No.	Proposed Material Alteration	
70	<b>Proposed Alteration No. 30</b> To amend objective MTO2.3 as follows: To support the enhancement of facilities at Hazelhatch train station, in particular <i>secure</i> cycle <i>storage</i> facilities.	

Item No.	Proposed Material Alteration	
71	<b>Proposed Alteration No. 31</b> Amend Policy MT3 as follows: MT3 - <del>Transportation</del> <i>Roads</i>	

Item No.	Proposed Material Alteration	
72	<b>Proposed Alteration No.32</b> Amend objective MTO3.4: <i>To require a Traffic Impact Assessment (inc. Mobility Management Plan) for all major traffic generating developments 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, by the Planning Authority, on a case-by-case basis.</i>	

Item No.	Motions	Chief Executives Response
73	<b>Councillor Íde Cussen</b> That Objective MT03.4 be amended. Remove the last sentence "The requirement for TIA will be determined by the Planning Authority on a case-by-case basis".	<b>Response</b> The requirement for Traffic Impact Assessment is not mandatory for residential developments and therefore it is considered appropriate that the Planning Authority determine the requirement for same on a case by case basis.  <b>Recommendation</b> Material Alteration No. 32 is adopted as proposed.

Item No.	Proposed Material Alteration
74	<p><b>Proposed Alteration No.33</b> 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>

Item No.	Proposed Material Alteration
75	<p><b>Proposed Alteration No.34 (see also Material Alteration No. 16):</b> Delete objective MTO3.9 (and renumber subsequent objectives accordingly): <del>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.</del></p>

Item No.	Motions	Chief Executives Response
76  See also Item No. 48-50	<p><b>Councillor Kevin Byrne</b> That the Chief Executive Report and Recommendation in relation to Material Amendment No 34 be rejected and the Western Link Road from the Maynooth Road to the Oldtown Road be re-instated as per the draft plan.</p>	<p><b>Response</b> It is agreed that MTO 3.9 be retained with an amendment to ‘explore by way of a feasibility study...’ with revisions to LAP boundaries accordingly.</p> <p><b>Recommendation</b> Material Alteration No. 34 is not adopted and MTO 3.9 be retained in the plan as follows; <i>"To explore by way of Feasibility Study the potential to construct a Western Link Road that will link Maynooth Road R405 with the Clane Road R403 "</i>.</p>

Item No.	Proposed Material Alteration	
77	<p><b>Proposed Alteration No.35</b>  Insert new objective under MT3 Roads (and renumber subsequent objectives accordingly):</p> <p><i>MTO3.1; 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>	
Item No.	Motions	Chief Executives Response
78	<p><b>Councillor Brendan Young</b>  Insert the words: '... and links to the railway stations ...' after the word 'movement' on the third line.</p> <p>Amended clause to read:</p> <p>MTO3.1; 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 and links to the railway stations, in consultation with statutory agencies and key stakeholders.</p>	<p><b>Response</b>  It is agreed that the words 'and links to the railway stations' and 'and communities' be included in new objective MTO3.1.</p> <p>The Chief Executive's Report dated 11<sup>th</sup> of July 2017 recommends further amending this objective to order to ensure early delivery of the TMP and having regard to the potential for recommendations which will have implications for the LAP, it is proposed to amend the proposed objective to provide for a timeline for its preparation to within one year of the date of the adoption of the LAP and a requirement that the recommendations of the TMP shall be integrated into the LAP by way of a statutory amendment, where appropriate, as the recommendations may not require an amendment to the LAP.</p> <p><b>Recommendation</b>  Material Alteration No. 35 is adopted with the following amendment;</p> <p>MTO3.1; <i>To seek to prepare, within 12 months of the date of the adoption of the Celbridge Local Area Plan, to prepare a</i> Transport Management Plan and Public Transport Strategy for</p>
79	<p><b>Councillor Anthony Larkin</b>  To insert wording in blue: "To prepare, <i>before 2019</i>, 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>including representatives from the local community.</i>"</p>	
80	<p><b>Councillor Íde Cussen</b>  That <b>MT3 MT03.1</b> be amended "TMP... in consultation with statutory agencies, key stakeholders <b>and communities</b>". Also "Upon completion, the recommendations of the TMP .... of a statutory amendment. Delete "where appropriate".</p>	

		Celbridge to support the sustainable growth and development of the town to identify strategic connections for pedestrian, cyclist, bus, <del>and</del> vehicle movement <i>and links to the railway stations</i> in consultation with statutory agencies <del>and</del> key stakeholders <i>and the local community. Upon completion, the recommendations of the TMP shall be integrated into the LAP by way of a statutory amendment, where appropriate.</i>
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Item No.	Proposed Material Alteration
81	<p><b>Proposed Alteration No.36</b>  Insert new objective under MT3 Roads (and renumber subsequent objectives accordingly):</p> <p><i>MTO3.2 To require all road development to be undertaken in accordance with ‘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>

## Chapter 9 Infrastructure

Item No.	Proposed Material Alteration
82	<p><b>Proposed Alteration No.37</b>  Amend Section 9.1.1 Water Supply</p> <p>Celbridge is connected to the <i>water supply scheme servicing the North Kildare Region</i> <del>North Regional Water Supply scheme. The water supply scheme which</del> is serviced by the Ballygoran Reservoir <i>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.</i></p>

## Chapter 10 Built Heritage



Item No.	Proposed Material Alteration
83	<p><b>Proposed Alteration No.38</b>            Insert new objective under BH2 (and renumber subsequent objectives accordingly):</p> <p><i>BHO2.6: To support the implementation of a conservation and management plan for Donaghcumper Medieval Church Ruins.</i></p>

## Chapter 11 Green Infrastructure & Strategic Open Spaces

Item No.	Proposed Material Alteration
84	<p><b>Proposed Alteration No.39</b>            Amend objective OSO1.4 as follows:</p> <p>‘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>

Item No.	Proposed Material Alteration
85	<p><b>Proposed Alteration No.40</b>            Amend objective OSO1.6 as follows:</p> <p>To maintain and protect, from inappropriate development, the greenbelt between Leixlip, Celbridge and Maynooth <del>from inappropriate development.</del></p>

## Chapter 12 Urban Design & Key Development Areas

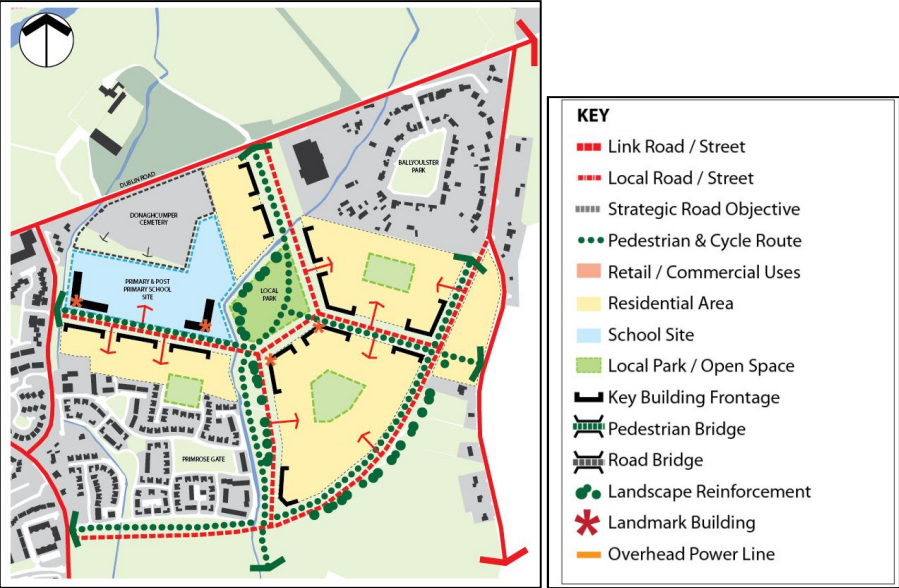
Item No.	Proposed Material Alteration
86	<p><b>Proposed Alteration No.41</b> Amend Section 12.2 Key Development Areas<sup>7</sup></p> <p><del>Six</del> <i>Five</i> Key Development Areas (KDAs) have been identified in Celbridge as follows:</p> <ul style="list-style-type: none"> <li>▪ KDA 1 St. Raphael’s (Oakley Park): Town Centre <del>Extension</del> <i>Expansion</i></li> <li>▪ <del>KDA 2 Donaghcumper: Town Centre Extension</del></li> <li>▪ KDA <del>3</del> <i>2</i> Ballyoulster: New Residential Area</li> <li>▪ KDA <del>4</del> <i>3</i> Oldtown: New Residential Area</li> <li>▪ KDA <del>5</del> <i>4</i> Crodaun: New Residential Area</li> <li>▪ KDA <del>6</del> <i>5</i> Simmonstown: New Residential Area</li> </ul> <p>Design briefs have been prepared to guide development in KDAs 2, 3, 4 <i>and</i> 5. <del>and 6.</del></p> <p><b>NOTE: This Material Alteration may be subject to further amendment following consideration of Material Alteration No’s 5, 8, 9, 11, 12 and 13.</b></p>

Item No.	Proposed Material Alteration	
87	<p><b>Proposed Alteration No.42</b> Amend Section 12.2.1 Insert new text (bullet point 3)</p> <p><i>The Masterplan shall investigate the feasibility of providing a swimming pool, 10% of housing specifically designed for older people, a women’s refuge to serve North Kildare, community/recreational/ cultural facilities for younger and older people.</i></p>	
Item No.	Motions	Chief Executives Response
88	<p><b>Councillor Íde Cussen</b> That Section 12.2.1 be amended “The Masterplan shall investigate the feasibility of providing a Leisure/Amenities Centre for shared communities</p>	<p><b>Response</b> It is considered that the identification of specific uses is overly prescriptive and places an unreasonable burden on a</p>

<sup>7</sup> KDA reference numbers to be confirmed on final adoption of the Celbridge Local Area Plan 2017-2023.

	<p>use, a swimming pool and a women's refuge, with 10% of housing specifically designed for older persons”.</p>	<p>particular site and/or landowner to provide significant physical and social infrastructure to service Celbridge and its environs. Matters in relation to unit types and locations for specific uses are better dealt with through the development management process.</p> <p><b>Recommendation</b> Material Alteration No. 42 is <b>not</b> adopted.</p>
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Item No.	Proposed Material Alteration	
89	<p><b>Proposed Alteration No.43</b> Amend Map 12.1 Key Development Areas</p> <ul style="list-style-type: none"> <li>• Delete KDA2 Donaghcumper</li> <li>• Amend KDA 4 Oldtown</li> <li>• Amend KDA 6 Simmonstown</li> </ul>	
Item No.	Motions	Chief Executives Response
90	<p><b>Councillor Íde Cussen</b> That Map 12.1 KDAs be amended to delete KDA Donaghcumper</p>	<p><b>Response</b> See response to Motions relating to Material Alteration No. 8 (i) and 9 as they relate to KDAs at Donaghcumper and Crodaun.</p>
91	<p><b>Councillor Íde Cussen</b> That Map 12.1 KDAs be amended to reinsert KDA Crodaun.</p>	<p><b>Recommendation</b> Material Alteration No. 43 is adopted, with the exception of lands which are the subject of Material Alteration No. 8 at Donaghcumper which should be retained as a KDA for Town Centre Expansion.</p>

Item No.	Proposed Material Alteration	
92	<p><b>Proposed Alteration No.44</b></p> <p>i. Amend Section 12.2.4 title KDA 32 Ballyoulster</p> <p>ii. Amend figure 12.2 Design Concept for KDA 32 Ballyoulster</p>  <p>Figure 12.2 Design Concept for KDA 2 Ballyoulster</p>	
Item No.	Motions	Chief Executives Response
93	<p><b>Councillor Íde Cussen</b></p> <p>That any development at KDA Ballyoulster shall safeguard the remains of discovered and undiscovered archaeology on the lands located within this KDA.</p>	<p><b>Response</b></p> <p>It is considered that the Policy BH1 Archaeology which states that <i>‘It is the policy of the Council to safeguard the archaeological heritage of the LAP area and avoid negative impacts on sites, monuments, features or objects of significant historical or archaeological interest’</i> adequately provides for the protection of the archaeological heritage of the LAP area.</p> <p><b>Recommendation</b></p> <p>Material Alteration No. 44 is adopted as proposed.</p>

Item No.	Proposed Material Alteration
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**Proposed Alteration No.45**

- i. Amend Section 12.2.5 as follows  
12.2.54 KDA 3 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* ha *in area (including a 2ha site identified for Community and Educational Uses)* and is currently in agricultural use. An overhead power line traverses the southern portion of the KDA.

- ii. Figure 12.3 Revised Design Concept for KDA 43 Oldtown and amend associated text

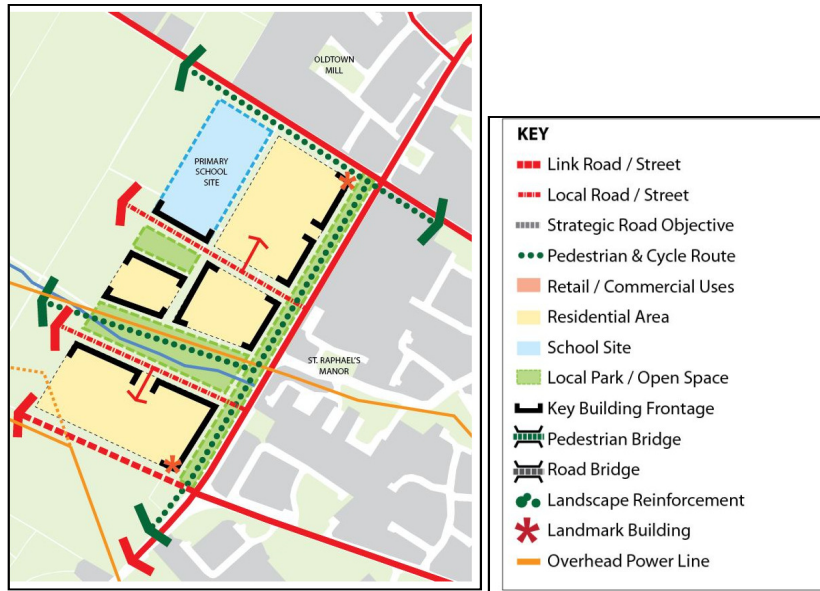


Figure 12.3: Design Concept for KDA 3 Oldtown

**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 30 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><b>Landscape and Open Spaces</b>          Neighbourhood parks can make a significant contribution to the amenity value and identity of a place. A minimum of 6 ha 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>	
Item No.	Motions	Chief Executives Response
95	<p><b>Councillor Brendan Young</b>          Revised Design concept for Oldtown; To locate the school in the south-west corner of the site.</p>	<p><b>Response</b>          The design concept for this KDA includes a primary school site to the north west of the lands.</p>
96	<p><b>Councillor Íde Cussen</b>          That Design Concept/Brief be amended to include a primary school.</p>	<p>The lands to the south west of the Oldtown KDA contain a number of site constraints including Flood Risk, presence of overhead power lines and access, which make the lands unsuitable for a school site.</p>
97	<p><b>Councillor Íde Cussen</b>          That Built Form be amended “This site will accommodate a MAXIMUM density of 30 units per hectare”.</p>	<p>The design concept narrative provides that <i>‘this site will accommodate a minimum density of 30 units per hectare’</i>.</p> <p><b>Recommendation</b>          Material Alteration No. 45 is adopted as proposed.</p>

Item No.	Proposed Material Alteration
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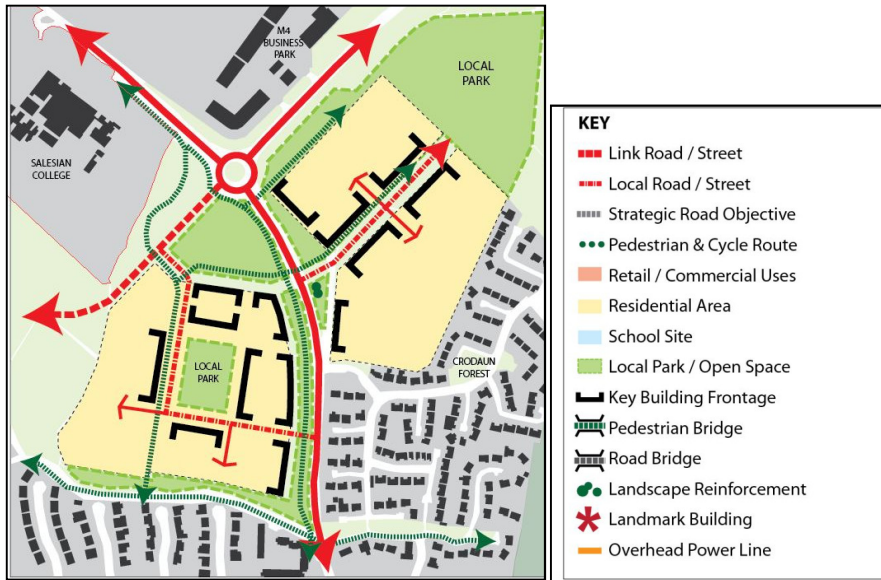
98

**Proposed Alteration No.46**

i. Amend Section 12.2.6 KDA 5 Crodaun (Maynooth Road Gateway)

**12.2.76 KDA 5-4 Crodaun** (Maynooth Road Gateway)

ii. Amend Section 12.2.6 KDA 5-4 Crodaun (Maynooth Road Gateway) to insert **revised** Figure for Design Concept for KDA 5-4 Crodaun and amend associated text.



**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



	<p>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.</p> <p><b>Built Form</b>  The development of this KDA should reflect the established pattern of development in the area and should protect the amenity of adjoining residential estates.  <del>A 5 hectare public park is required on lands to the east of the Maynooth Road.</del>  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 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><b>Landscape and Spaces</b>  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. 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>	
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Item No.	Proposed Material Alteration
99	<p><b>Proposed Alteration No.47</b></p> <p>i. Amend Section 12.2.7 and Figure 12.5 Design Concept for KDA6 Simmonstown</p> <p><b>12.2.75 KDA 6-5 – Simmonstown</b></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 <del>16.8</del> 35 ha in area and are currently in agricultural use. The lands are accessible from the Newtown / Ardclough Road. An overhead power line traverses the <del>southern</del> northern portion of the KDA.</p> <p><i>Development in KDA 5 Simmonstown shall be subject to a Masterplan, prepared prior to the commencement of any development. The Masterplan will be required to:</i></p>

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 Guidelines of Planning Authorities, DECLG (2009) and its companion document Urban Design Manual.
  4. Include an appropriate level of community infrastructure to support development.
  5. Provide public open space at a minimum rate of 15% of the total site area.
- ii. Amend Section 12.2.7 KDA 6-5 Simmonstown to insert revised Figure for Design Concept for KDA 6-5 Simmonstown and amend associated text.

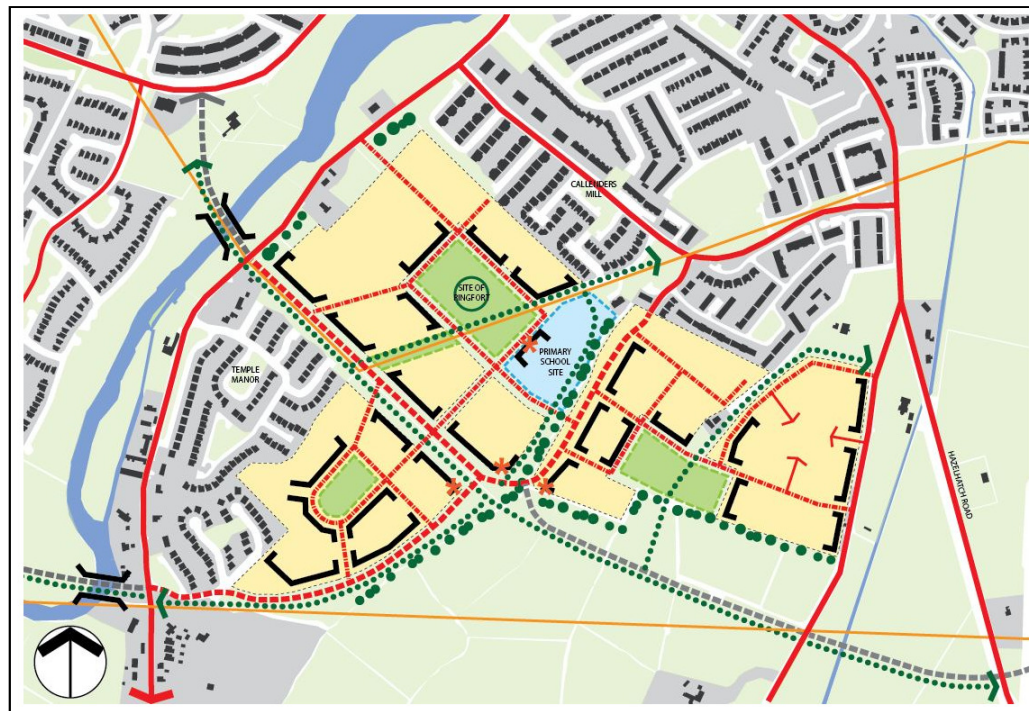


Figure 12.5 Design Concept for KDA 5 Simmonstown

### 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

	<p>will advise at detailed design stage). This space will provide a unique focus for this new residential area.</p> <p>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.</p> <p>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.</p>	
Item No.	Motions	Chief Executives Response
100	<p><b>Councillor Brendan Young</b> Amend Section 12.2.7 re. Simmonstown: area for development to be 16.8ha and 400 units.</p>	<p><b>Response</b> In order to provide an adequate housing supply over the Plan period to implement the core strategy, new housing lands must be brought forward. The lands at Simmonstown are strategically located relative to Celbridge Town Centre and Hazelhatch Rail Station and are considered to have potential to accommodate a new residential district in accordance with the principles of sustainable development. The zoning strategy of the Draft LAP with particular reference to the lands at Simmonstown seeks to balance national policy on the sequential zoning of land from the urban centre, the efficient use of existing high quality public transport services, the guidance set out in Circular PL 8/2016 APH 2/2016 with regard to housing delivery and with government policy that seeks to maximise access to and encourage the use of public transport. It is noted that this Material Alteration requires that a masterplan be prepared for Simmonstown prior to the commencement of any development. The Masterplan will be required to 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 and will be informed by a detailed traffic assessment to ascertain the extent of development to be supported by particular upgrading works.</p>
101	<p><b>Councillor Brendan Young</b> Delete all references to a Masterplan and its proposed content.</p>	
102	<p><b>Councillor Brendan Young</b> In the event that Item no. 102 falls, amend Design Concept to locate school in north-east corner of the site.</p>	
103	<p><b>Councillor Anthony Larkin</b> That Material Alteration No. 47 "C New Residential" be amended to "I Agriculture" with a hatched overlay to indicate that the area be subject to a masterplan, incorporating the proposed bridge crossing of the River Liffey, in advance of a variation of the local area plan.</p>	
104	<p><b>Councillor Joe Neville</b> That prior to the completion of the Masterplan the land at KDA 5 Simmonstown should not be rezoned for Housing</p>	
105	<p><b>Councillor Joe Neville</b> The Masterplan for Simmonstown must include alternate route options that do not entail going through Hazelhatch Estate or indeed other neighbouring estates.</p>	

		<p>Submissions received on the Draft LAP from the Department for Housing, Planning, Community and Local Government and the National Transport Authority also support the approach outlined in this development strategy.</p> <p>The Chief Executive is satisfied that this requirement for Masterplan will ensure critical infrastructure to support these lands will be delivered in tandem with new development, through a detailed phasing programme.</p> <p><b>Recommendation</b> Material Alteration No. 47 is adopted with the following additional text:</p> <p>Development in KDA5 Simmonstown shall be subject to a Masterplan, prepared prior to the commencement of any development. <i>No development shall be permitted in the masterplan area until such times as the masterplan is agreed with the Planning Department.</i></p>
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Item No.	Proposed Material Alteration
106	<p><b>Proposed Alteration No.48</b> Amend Design Concept 'Key' in all KDA Design Concepts Figures</p> <p><del>Arterial Road / Street</del> <i>Link Road / Street</i> <del>Secondary Road / Street</del> <i>Local Road / Street</i> <del>Pedestrian / Cycle Route</del> <i>Pedestrian &amp; Cycle Route</i> <del>Local Park / Strategic Open Space</del> <i>Local Park / Open Space</i></p> <p>Include <i>Road Bridge</i> and associated graphic in key</p> <div data-bbox="1391 1066 1621 1401" style="border: 1px solid black; padding: 5px;"> <p><b>KEY</b></p> <ul style="list-style-type: none"> <li><span style="color: red;">■</span> Link Road / Street</li> <li><span style="color: red;">■</span> Local Road / Street</li> <li>▬ Strategic Road Objective</li> <li>●●● Pedestrian &amp; Cycle Route</li> <li>■ Retail / Commercial Uses</li> <li>■ Residential Area</li> <li>■ School Site</li> <li>■ Local Park / Open Space</li> <li>▬ Key Building Frontage</li> <li>▬ Pedestrian Bridge</li> <li>▬ Road Bridge</li> <li>● Landscape Reinforcement</li> <li>✱ Landmark Building</li> <li>— Overhead Power Line</li> </ul> </div>

Item No.	Proposed Material Alteration																																																																																																																																																																																																			
107	<b>Proposed Alteration No.49</b> Amend Table 13.3. Land Use Zoning Matrix and associated footnotes:																																																																																																																																																																																																			
	<table border="1"> <thead> <tr> <th>Land Use</th> <th>A – Town Centre</th> <th>B - Existing Residential / Infill</th> <th>C – New Residential</th> <th>E – Community and Educational</th> <th>F – Open Space and Amenity</th> <th>F2 – Strategic Open Space</th> <th>G - Green Belt</th> <th>N- Neighbourhood Centre</th> <th>H - Light Industry and Warehousing</th> <th>I - Agricultural</th> <th>R – Commercial and Tourism</th> <th>U – Utilities and Services</th> </tr> </thead> <tbody> <tr> <td>Amusement Arcade</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> </tr> <tr> <td>Agricultural Buildings</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>O</td> <td>N</td> <td>O</td> <td>Y</td> <td>N</td> <td>N</td> </tr> <tr> <td>Car Park (other than ancillary car parking)</td> <td>Y</td> <td>N</td> <td>N</td> <td>O</td> <td>N</td> <td>N</td> <td>N</td> <td>O</td> <td>O</td> <td>N</td> <td>N</td> <td>O</td> </tr> <tr> <td>Betting Office</td> <td>O</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>O</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> </tr> <tr> <td>Cemetery</td> <td>N</td> <td>N</td> <td>N</td> <td>Y</td> <td>O</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> </tr> <tr> <td>Community / Recreational/ Sports buildings</td> <td>Y</td> <td>O</td> <td>O</td> <td>Y</td> <td>Y</td> <td>N</td> <td>N</td> <td>O</td> <td>N</td> <td>N</td> <td>O</td> <td>N</td> </tr> <tr> <td>Crèche/Playschool</td> <td>Y</td> <td>O</td> <td>Y</td> <td>Y</td> <td>O</td> <td>N</td> <td>N</td> <td>O</td> <td>O</td> <td>N</td> <td>O</td> <td>N</td> </tr> <tr> <td>Cultural Uses/Library</td> <td>Y</td> <td>O</td> <td>O</td> <td>Y</td> <td>O</td> <td>O</td> <td>N</td> <td>O</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> </tr> <tr> <td>Dancehall/Disco</td> <td>O</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> </tr> <tr> <td>Dwelling</td> <td>Y</td> <td>Y</td> <td>Y</td> <td>O<sup>8</sup></td> <td>N</td> <td>N</td> <td>N</td> <td>Y</td> <td>N</td> <td>O<sup>9</sup></td> <td>N</td> <td>N</td> </tr> <tr> <td>Funeral Homes</td> <td>Y</td> <td>N</td> <td>N</td> <td>Y</td> <td>N</td> <td>N</td> <td>N</td> <td>O</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> </tr> <tr> <td>Garage / Car Repairs</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>Y</td> <td>N</td> <td>N</td> <td>N</td> </tr> <tr> <td>Guest House/Hotel/Hostel</td> <td>Y</td> <td>O</td> <td>O</td> <td>Y</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>O<sup>10</sup></td> <td>⊖ Y</td> <td>N</td> </tr> <tr> <td>Heavy Commercial Vehicle</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>Y</td> <td>N</td> <td>N</td> <td>N</td> </tr> </tbody> </table>	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 <sup>8</sup>	N	N	N	Y	N	O <sup>9</sup>	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 <sup>10</sup>	⊖ Y	N	Heavy Commercial Vehicle	N	N	N	N	N	N	N	N	Y	N	N	N
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<sup>8</sup> Ancillary to health / community use to meet special accommodation needs

<sup>9</sup> In accordance with the Rural Housing Policy set out in the County Development Plan save structures addressed under BHO2.2

<sup>10</sup> 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

Park													
Hot Food take away	O	N	N	N	N	N	N	N	O	N	N	N	N
Light Industry	O	N	N	N	N	N	N	N	N	Y	N	N	N
Medical Consultancy / Health Centre	Y	O	O	Y	N	N	N	N	Y	N	N	N	N
Motor Sales	N	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	N	O	N	<del>N</del> O <sup>11</sup>	N	N
Offices	Y	O <sup>12</sup>	O	O	N	N	N	N	O	N	N	O	N
Park / Playground	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	O	O	N
Petrol Station	N	N	O	N	N	N	N	N	O	Y	N	N	N
Place of Worship	Y	O	O	Y	N	N	N	N	O	N	N	N	N
Playing Fields	O	O	O	Y	Y	Y	Y	Y	O	N	O	O	N
Pub	Y	N	O	N	N	N	N	N	O	N	N	N	N
Restaurant	Y	O	O	N	N	N	N	N	O	N	N	O	N
School	Y	O	O	Y	N	N	N	N	N	N	N	N	N
Shop (Comparison)	Y	N	N	N	N	N	N	N	N	N	N	O	N
Shop (Convenience)	Y	O	O	N	N	N	N	N	Y	N	N	O	N
Utility Structures	O	O	O	O	O	O	O	O	O	Y	O	O	Y
Warehouse/Store <sup>13</sup> /Depot	N	N	N	N	N	N	N	N	N	Y	N	N	N
Workshops /Small Scale Craft	O	O	N	N	N	N	N	N	N	Y	O	O	Y

<sup>11</sup> *Proposals of this nature shall be restricted to restoration projects and/or reuse of existing buildings to accommodate such uses.*

<sup>12</sup> *Proposals of this nature shall be restricted to circa 100sqm*

<sup>13</sup> *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.*

Item No.	Proposed Material Alteration																	
108	<p><b>Proposed Alteration No.50</b> Amend Phasing for KDA at Ballyoulster in Section 13.5.1 as follows:</p> <table border="1" data-bbox="376 300 1574 1161"> <thead> <tr> <th colspan="3" data-bbox="376 300 1574 336">KDA 3 – Ballyoulster</th> </tr> <tr> <th data-bbox="376 336 775 373">Type of Infrastructure</th> <th data-bbox="775 336 1173 373">Description</th> <th data-bbox="1173 336 1574 373">Phasing</th> </tr> </thead> <tbody> <tr> <td data-bbox="376 373 775 651">Town Centre pedestrian / cycle link</td> <td data-bbox="775 373 1173 651">New pedestrian and cycle link from Celbridge Main Street to Dublin Road including bridge crossing of the River Liffey <del>in KDA 2</del> or improved pedestrian and cycle facilities on the existing Liffey Bridge.</td> <td data-bbox="1173 373 1574 651">To be completed prior to the commencement of development occupation of dwelling units <del>350 + 351</del> in this KDA3.</td> </tr> <tr> <td data-bbox="376 651 775 979">Childcare</td> <td data-bbox="775 651 1173 979">Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.</td> <td data-bbox="1173 651 1574 979">Pro-rata provision for dwellings 1-<del>100</del> 150 to be completed prior to the commencement of dwelling no. <del>101</del> 151 in KDA3. Pro-rata provision for remainder to be completed prior to the completion of development in this KDA3.</td> </tr> <tr> <td data-bbox="376 979 775 1161">Local Park</td> <td data-bbox="775 979 1173 1161">Local Park to include landscaping, play facilities and green links.</td> <td data-bbox="1173 979 1574 1161">To be completed prior to the commencement of development occupation of dwelling units <del>350 + 351</del> in in this KDA3.</td> </tr> </tbody> </table>			KDA 3 – Ballyoulster			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 <del>in KDA 2</del> or improved pedestrian and cycle facilities on the existing Liffey Bridge.	To be completed prior to the commencement of development occupation of dwelling units <del>350 + 351</del> in this KDA3.	Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1- <del>100</del> 150 to be completed prior to the commencement of dwelling no. <del>101</del> 151 in KDA3. Pro-rata provision for remainder to be completed prior to the completion of development in this 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 <del>350 + 351</del> in in this KDA3.
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Item No.	Motions	Chief Executives Response																
109	<p><b>Councillor Anthony Larkin</b> To amend Table 13.5.1 wording for Local Park Phasing: "To be completed prior to the occupation of dwelling units 100+ in this KDA."</p>	<p><b>Response</b> It is considered reasonable that a substantial portion of the residential development at this location be completed to ensure that there is a critical mass to utilise new infrastructure upon completion.</p>																



		<p><b>Recommendation</b> Material Alteration no. 50 be adopted with the following amendments;</p> <p>Amend table in Section 13.5.1</p> <table border="1"> <thead> <tr> <th colspan="3">KDA – Ballyoulster</th> </tr> <tr> <th>Type of Infrastructure</th> <th>Description</th> <th>Phasing</th> </tr> </thead> <tbody> <tr> <td>Town Centre pedestrian / cycle link</td> <td>New pedestrian and cycle link from Celbridge Main Street to Dublin Road including bridge crossing of the River Liffey <i>in KDA 2 or improved pedestrian and cycle facilities on the existing Liffey Bridge.</i></td> <td>To be completed prior to the commencement of development occupation of dwelling units <del>350</del> <i>351</i> in <i>this KDA</i>..</td> </tr> <tr> <td>Childcare</td> <td><del>Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.</del> <i>Compliance with objective CPFO 1 of the Kildare County Development Plan 2017 – 2023.</i></td> <td>Pro-rata provision for dwellings 1-100 to be completed prior to the commencement of dwelling no. <del>105</del> <i>1</i> in this KDA. Pro-rata provision for remainder to be completed prior to the completion of development <i>in this KDA.</i></td> </tr> <tr> <td>Local Park</td> <td>Local Park to include landscaping, play facilities and green links.</td> <td>To be completed prior to the commencement of development occupation of dwelling units <del>3510</del> <i>+</i> in this KDA.</td> </tr> </tbody> </table>	KDA – Ballyoulster			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 <i>in KDA 2 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 <del>350</del> <i>351</i> in <i>this KDA</i> ..	Childcare	<del>Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.</del> <i>Compliance with objective CPFO 1 of the Kildare County Development Plan 2017 – 2023.</i>	Pro-rata provision for dwellings 1-100 to be completed prior to the commencement of dwelling no. <del>105</del> <i>1</i> in this KDA. Pro-rata provision for remainder to be completed prior to the completion of development <i>in this KDA.</i>	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 <del>3510</del> <i>+</i> in this KDA.
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Item No.	Proposed Material Alteration																	
110	<p><b>Proposed Alteration No.51</b> Amend Phasing for KDA at Oldtown in Section 13.5.1 as follows:</p> <table border="1" data-bbox="376 300 1576 1062"> <thead> <tr> <th colspan="3" data-bbox="376 300 1576 336">KDA 4 – Oldtown</th> </tr> <tr> <th data-bbox="376 336 777 411">Type of Infrastructure</th> <th data-bbox="777 336 1176 411">Description</th> <th data-bbox="1176 336 1576 411">Phasing</th> </tr> </thead> <tbody> <tr> <td data-bbox="376 411 777 555"><del>Western Link Road (Objective MTO3.9)</del></td> <td data-bbox="777 411 1176 555"><del>Strategic link road from R403 (Clane Road) to junction of R405 (Maynooth Road) and R449 (Leixlip Road)</del></td> <td data-bbox="1176 411 1576 555"><del>To be completed prior to the commencement of development on Phase 2 lands (c. unit 451).</del></td> </tr> <tr> <td data-bbox="376 555 777 879">Childcare</td> <td data-bbox="777 555 1176 879">Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.</td> <td data-bbox="1176 555 1576 879">Pro-rata provision for dwellings 1-<del>100</del> 150 to be completed prior to the commencement of dwelling no. <del>101</del> 151 in <i>this</i> KDA4. Pro-rata provision for remainder to be completed prior to the completion of development in <i>this</i> KDA4.</td> </tr> <tr> <td data-bbox="376 879 777 1062"><del>Open Space (Amenity and Recreation)</del></td> <td data-bbox="777 879 1176 1062"><del>Completion of public park on lands zoned Open Space and Recreation including landscaping, footpaths and pitches.</del></td> <td data-bbox="1176 879 1576 1062"><del>To be completed prior to the commencement of dwelling no. 151 in KDA.</del></td> </tr> </tbody> </table>			KDA 4 – Oldtown			Type of Infrastructure	Description	Phasing	<del>Western Link Road (Objective MTO3.9)</del>	<del>Strategic link road from R403 (Clane Road) to junction of R405 (Maynooth Road) and R449 (Leixlip Road)</del>	<del>To be completed prior to the commencement of development on Phase 2 lands (c. unit 451).</del>	Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1- <del>100</del> 150 to be completed prior to the commencement of dwelling no. <del>101</del> 151 in <i>this</i> KDA4. Pro-rata provision for remainder to be completed prior to the completion of development in <i>this</i> KDA4.	<del>Open Space (Amenity and Recreation)</del>	<del>Completion of public park on lands zoned Open Space and Recreation including landscaping, footpaths and pitches.</del>	<del>To be completed prior to the commencement of dwelling no. 151 in KDA.</del>
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Item No.	Motions	Chief Executives Response																
111	<p><b>Councillor Íde Cussen</b> That Material Alteration 51 be amended “To explore by way of Feasibility Study the potential to construct a Western Link Road that will link Maynooth Road R405, Clane Road R403 and R449 Leixlip Road”.</p>	<p><b>Response</b> It is agreed that MTO 3.9 be retained with an amendment to ‘explore by way of a feasibility study...’</p> <p><b>Recommendation</b> Material Alteration No. 51 is adopted with the following amendments;</p> <table border="1" data-bbox="1294 1385 2042 1420"> <tr> <td data-bbox="1294 1385 2042 1420">KDA – Oldtown</td> </tr> </table>		KDA – Oldtown														
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Type of Infrastructure	Description	Phasing
Childcare	<del>Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.</del> <i>Compliance with objective CPFO 1 of the Kildare County Development Plan 2017 – 2023.</i>	Pro-rata provision for dwellings 1-100 to be completed prior to the commencement of dwelling no. 1051 in this KDA. Pro-rata provision for remainder to be completed prior to the completion of development <i>in this KDA.</i>
Open Space (Amenity and Recreation)	Completion of public park on lands zoned Open Space and Recreation including landscaping, footpaths and pitches.	<del>To be completed prior to the commencement of dwelling no. 151 in KDA.</del>

Item No.	Proposed Material Alteration									
112	<p><b>Proposed Alteration No.52</b> Amend Phasing for KDA at Crodaun in Section 13.5.1 as follows:</p> <table border="1"> <thead> <tr> <th colspan="3">KDA 5 – Crodaun (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 KDA 5. Pro-rata provision for remainder to be</td> </tr> </tbody> </table>	KDA 5 – Crodaun (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 KDA 5. Pro-rata provision for remainder to be
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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 KDA 5. Pro-rata provision for remainder to be								

			completed prior to the completion of development in <i>this</i> KDA5.	
	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).	
<b>Item No.</b>	<b>Chief Executives Proposed Alteration</b>			
<b>112(a)</b>	It is recommended that Material Alteration no. 52 be adopted with the following amendments;			
	Amend table in Section 13.5.1			
	<b>KDA – Crodaun</b>			
	<b>Type of Infrastructure</b>	<b>Description</b>	<b>Phasing</b>	
	Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling. <i>Compliance with objective CPFO 1 of the Kildare County Development Plan 2017 – 2023.</i>	Pro-rata provision for dwellings 1-100 to be completed prior to the commencement of dwelling no. 1051 in this KDA. Pro-rata provision for remainder to be completed prior to the completion of development <i>in this KDA.</i>	
	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).	

Item No.	Proposed Material Alteration																	
113	<p><b>Proposed Alteration No.53</b> Amend Phasing for KDA at Simmonstown in Section 13.5.1 as follows;</p> <table border="1" data-bbox="376 308 1574 1034"> <thead> <tr> <th colspan="3" data-bbox="376 308 1574 347">KDA 6 - Simmonstown</th> </tr> <tr> <th data-bbox="376 347 775 416">Type of Infrastructure</th> <th data-bbox="775 347 1176 416">Description</th> <th data-bbox="1176 347 1574 416">Phasing</th> </tr> </thead> <tbody> <tr> <td data-bbox="376 416 775 563">River Liffey Vehicular Bridge and link road.</td> <td data-bbox="775 416 1176 563">New vehicular bridge over the River Liffey and link road from the bridge to Simmonstown <i>KDA</i>.</td> <td data-bbox="1176 416 1574 563">To be completed prior to the commencement of <i>any</i> development in <i>this KDA</i>.</td> </tr> <tr> <td data-bbox="376 563 775 890">Childcare</td> <td data-bbox="775 563 1176 890">Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.</td> <td data-bbox="1176 563 1574 890">Pro-rata provision for dwellings 1-<del>100</del> 150 to be completed prior to the commencement of dwelling no. <del>101</del> 151 in KDA 6. Pro-rata provision for remainder to be completed prior to the completion of development in <i>this KDA</i>.</td> </tr> <tr> <td data-bbox="376 890 775 1034">Open Space (Amenity and Recreation)</td> <td data-bbox="775 890 1176 1034">Local Park including play areas, footpaths and landscaping.</td> <td data-bbox="1176 890 1574 1034">To be completed prior to the commencement of development of dwelling no. <del>151</del> 351 in <i>this KDA</i>.</td> </tr> </tbody> </table>			KDA 6 - 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 <i>KDA</i> .	To be completed prior to the commencement of <i>any</i> development in <i>this KDA</i> .	Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1- <del>100</del> 150 to be completed prior to the commencement of dwelling no. <del>101</del> 151 in KDA 6. Pro-rata provision for remainder to be completed prior to the completion of development in <i>this KDA</i> .	Open Space (Amenity and Recreation)	Local Park including play areas, footpaths and landscaping.	To be completed prior to the commencement of development of dwelling no. <del>151</del> 351 in <i>this KDA</i> .
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Item No.	Motions	Chief Executives Response																
114	<p><b>Councillor Íde Cussen</b> That Material Alteration 53 be amended “New Vehicular Bridge over the River Liffey and link road from the bridge to Hazelhatch Train Station. <b>(delete to Simmonstown KDA)</b>”.</p>	<p><b>Response</b> It is agreed to delete to the text “Simmonstown KDA” from the phasing description in this instance.</p> <p><b>Recommendation</b> Material Alteration no. 53 be adopted with the following amendments; Amend table in Section 13.5.1</p>																
115	<p><b>Councillor Michael Coleman</b> <i>KDA 5 Simmonstown</i></p>																	

<p><i>Description</i>  <i>New Vehicular bridge over the River Liffey and link road from the bridge.</i></p> <p>Delete Simmonstown KDA, as the Local Area Plan cannot decide the route selection for the New Vehicular Bridge crossing.</p>	<b>KDA 6 - Simmonstown</b>		
	<b>Type of Infrastructure</b>	<b>Description</b>	<b>Phasing</b>
	River Liffey Vehicular Bridge and link road.	New vehicular bridge over the River Liffey <del>and link road from the bridge to Simmonstown KDA.</del>	To be completed prior to the commencement of <i>any</i> development in <i>this</i> KDA6.
	Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling <i>or compliance with objective CPFO 1 of the Kildare County Development Plan 2017 – 2023, whichever is the sooner..</i>	Pro-rata provision for dwellings 1- 100 to be completed prior to the commencement of dwelling no. 101 in KDA 6. Pro-rata provision for remainder to be completed prior to the completion of development in <i>this</i> KDA6.
Open Space (Amenity and Recreation)	Local Park including play areas, footpaths and landscaping.	To be completed prior to the commencement of development of dwelling no. <i>151 351</i> in <i>this</i> KDA6.	