

Chief Executive's Report on Submissions to the Draft Kilcock Local Area Plan 2015-2021



Kildare County Council
Planning, Community and Culture Department

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Table of Contents

Section 1 Introduction

Section 2 List of Persons and/or Bodies who made Submissions/ Observations

Section 3 Detailed Consideration of Submissions Received

Section 1 Introduction

1.1 Introduction

This report focuses on the submissions and observations received from the public and prescribed bodies following the publication of the Draft Kilcock Local Area Plan 2015 -2021 under Sections 18-20 of the Planning and Development Acts 2000 to 2014 (as amended).

1.2 Legislative Requirements

Under the Planning and Development Acts 2000 to 2014, the Chief Executive is required to prepare a report on the submissions and observations received in respect of the Draft Local Area Plan and to make recommendations in relation to the Draft Local Area Plan, taking into account the proper planning and sustainable development of the area, the statutory obligations of the local authority and relevant policies or objectives of the Government or of any Minister of the Government.

1.3 Public Consultation

The Draft Kilcock Local Area Plan (LAP) was placed on public display from the 19th February 2015 until 12th May 2015. Copies were made available for inspection at Aras Chill Dara in Naas, and the Kilcock public library. The Draft LAP and all related documents were also available on the County Council's website. An information session was facilitated on Thursday 26th February 2015 in Kilcock Library. Meetings were also held with the local community groups and traders to brief them on the contents of the Draft LAP.

Copies of the Draft Local Area Plan and associated documents were also sent to prescribed statutory bodies including government departments and other agencies as required by the Planning and Development Acts. One submission was received from the Department of the Environment, Community and Local Government. No submissions were received from the National Transport Authority or the Eastern and Midland Regional Assembly.

In total 35 submissions were received on the Draft LAP during the statutory period and are available to view at www.kildarecountycouncil.ie. All written submissions received were acknowledged. They are summarised individually in this report. The opinion and recommendation of the Chief Executive is given on the issues raised.

1.4 Content of the Chief Executive's Report

The Chief Executive's Report must:

1. List the persons or bodies who made submissions.
2. Summarise the issues raised by the persons or bodies in the submission or observations, including submissions from the Minister of Environment, Community and Local Government, the Eastern and Midland Regional Assembly and the National Transport Authority.
3. Give the opinions of the Chief Executive to the issues raised and recommendations in relation to the proposed Local Area Plan.

In this regard the Chief Executive's opinion must take into account:

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

1.5 Next Steps

The Members have a period of 6 weeks to consider the Chief Executives Report. Following consideration of this report, the Members may, as they consider appropriate, by resolution, make, amend or revoke the Local Area Plan. If the Members decide to materially alter the Draft Local Area Plan, a further period of public consultation will be necessary.

If the Planning Authority engages in a further round of public consultation for proposed material alterations to the Draft LAP, the planning authority must screen the proposed material alterations to determine if a Strategic Environmental Assessment (SEA) or Appropriate Assessment (AA) or both are required for any of the material alterations and what period is necessary for the carrying

out of any SEA or AA. This screening, and if necessary the SEA or AA, must be carried out before proceeding to the public consultation period.

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

In making the LAP, the elected members, acting in the interests of the common good and the proper planning and sustainable development of the area, must, in accordance with the 'Code of Conduct for Councillors' (June 2004) prepared under the Local Government Act 2001, carry out their duties in a transparent manner, must follow due process and must make their decisions based on relevant considerations.

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

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

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

1.	Department of Environment, Community and Local Government
2.	Kenneth Mitchell
3.	Ian Ledger
4.	Cliona Holt
5.	Tesco Ireland Ltd.
6.	Environmental Protection Agency
7.	Dublin Airport Authority
8.	Ger Browne
9.	Patrick O'Connor, Kilcock Business Association
10.	OPW, Flood Relief Design Section
11.	Department of Education and Skills
12.	Union Castle Ltd.
13.	Ryebridge Estate Residents Association
14.	Geological Survey of Ireland
15.	Christina Corrigan
16.	John Ryan
17.	Ena Dooley
18.	Bridie Murphy
19.	Bennett Developments Ltd.
20.	Grant Thornton
21.	James and Jane Staunton
22.	Padraig Mc Evoy
23.	Merlon Developments
24.	Kilcock and Districts Community Council
25.	Luke and Barry Comer

26.	McGarrell Reilly Group
27.	Fintan Field
28.	Frank Ryan
29.	Glengolden Builders Ltd.
30.	Irish Water
31.	Kilcock Community Network
32.	Michael O'Connor
33.	Department of Arts, Heritage and The Gaeltacht
34.	Michael O'Connor
35.	Brian Connaughton

Section 3 Detailed Consideration of Submissions Received			
Sub No	Name	Issues raised	Chief Executive's Opinion and Recommendation
1.	Department of the Environment, Community and Local Government	<p>a) States that housing unit requirements and housing land requirements should be reviewed to take into account the following:</p> <ul style="list-style-type: none"> • 2011 census data has not been taken into account in devising unit requirements for the current County Development Plan period. • States that unfinished estates have not been taken into account in devising unit requirements for the town. 	<p>Chief Executive's Opinion</p> <p>a) The Kildare County Development Plan 2011-2017 was adopted in April 2011 prior to the release of Census 2011 preliminary figures. The Core Strategy of the Kildare County Development Plan 2011-2017 sets the unit requirements for the County for the plan period. The Core Strategy accords with the over arching strategic policies of the Regional Planning Guidelines for the Greater Dublin Area 2010-2022 (RPGs) which in turn is guided and developed from the 2004 RPGs, the 2002 NSS and the 1999 Strategic Planning Guidelines. The RPGs stipulate that:</p> <p style="text-align: center;"><i>for each of the Local Authorities in the GDA, each Development Plan will therefore need to incorporate the hierarchy, prioritisations and targets set out in this chapter as described in the settlement hierarchy and the population and housing targets included in tables.</i></p> <p>The RPGs population figures and forecasts are based on Census 2006 data. Kildare's future housing allocation is set out in Table 6 of the RPGs and targeted as 93,748 by 2016. A 35% housing increase was allocated to Kildare in Table 7 of the guidelines. Kilcock is designated as a Moderate Sustainable Growth Town in the Settlement Hierarchy Table 8 of the RPGs.</p> <p>The Core Strategy of the Kildare County Development Plan 2011-2017 (CDP) provides the policy framework for Local Area Plans</p>

		<p>b) Considers that 40/50 units per hectare is an appropriate density on site within a 1km radius of the railway station.</p>	<p>(LAPs), particularly in relation to zoning at LAP level. Population growth for Kilcock is forecast as 5,956 by 2017 in the Core Strategy of the Kildare CDP 2011-2017. The 2006-2017 housing unit target is 850, the percentage of allocated growth is 3%.</p> <p>Section 12.4.1 and Table 8 of the Draft LAP sets out the 2021 housing unit target for Kilcock as 1,061 units. This unit target figure takes account residential units built from 2006 (Census data baseline) to 2015, as well as un-built units with valid planning permissions, including unfinished estates.</p> <p>It is considered that the housing unit targets have been calculated correctly and are in accordance with statutory national, regional and county targets and forecasts.</p> <p>Chief Executive's Recommendation:</p> <p>a) No Change.</p> <p>Chief Executive's Opinion</p> <p>b) Policy HP 6, Section 4.9 'Sustainable Residential Development in Urban Areas' of the Kildare County Development Plan 2011-2017 states that it is the policy of the Council :</p> <p><i>"To encourage appropriate densities for new housing development in different locations through the local area plan process while recognising the need to protect existing residential communities and established character of the area. Where appropriate local area plans may incorporate the need for the provision of additional guidance in the form of design briefs for</i></p>
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			<p><i>important, sensitive or large scale development sites.”</i></p> <p>Table 4.1 (Locations Appropriate for New Development) of the CDP, also states that appropriate densities must be applied to sites within planned or existing transport corridors within Local Area Plans. Higher densities shall be determined on a site by site basis for sites within 500 metres walking distance of a bus stop or within 1km of a rail station with decreasing densities with distance away from such nodes. These densities shall take into account the capacity of public transport.</p> <p>The proposed Draft LAP is based on an Urban Design Strategy for the town. This strategy includes an Urban Design Framework plan with indicative layouts for all residential sites and brownfield sites to ensure the creation of sustainable neighbourhood expansion areas and the redevelopment of brownfield sites. The Urban Design Framework plan seeks to create a town which is permeable, well connected, sympathetic surrounding context with an intensity of development from edge to core. Table 10 of the Draft LAP, 'Unit Potential Undeveloped Residentially Zoned Land', sets out the general density parameters for various residential sites within Kilcock. Certain Town Centre brownfield sites have not been included in this table such as the Monastery Site and Kelly's Bakery as they have live planning permissions for town centre development. Applications for residential development should have regard to and will be assessed by the Council against indicative density levels. It is noted that Table 10 provides the 2009 Kilcock LAP land use zonings for sites. It is proposed to amend Table 10 to reflect the proposed Draft LAP land use zonings.</p>
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		<p>c) Requests the provision of a new Map 13.</p>	<p>Furthermore the proposed Draft LAP does not provide any additional zoned land in excess of the 2009 Kilcock Local Area Plan. Increasing residential densities to 40/50 per hectare would result in over-zoning of residential lands within the plan area. Meath County Council has 74.9 ha of zoned lands in the Kilcock environs LAP contained in the Meath County Development Plan 2009-2015 to be delivered on a phased basis. Phase 1 provides for 398 units on 11.4 ha.</p> <p>It is considered that a 40/50 per hectare density within 1km of the railway station will result in apartment type development on all available residentially zoned lands within the LAP boundary. This would result in an urban morphology that is at odds with the existing town centre and surrounding residential areas of Kilcock. It is considered that increasing densities to such a level in Kilcock would diminish its character and sense of place. It is also considered that the densities contained in the Draft LAP are consistent with Local Area Plan Guidelines for Local Authorities and the Guidelines for Residential Development.</p> <p>Chief Executive's Recommendation:</p> <p>b) Amend Table 10 to reflect the land use zoning of the Draft LAP.</p> <p>Chief Executive's Opinion</p> <p>c) Agreed.</p> <p>Chief Executive's Recommendation</p> <p>c) Map 13 will be provided at a larger scale.</p>
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		<p>d) States that Policy R17 of the County Development Plan states that it is Council policy to facilitate the provision of retail warehousing to the north west of Kilcock. Notes that the Local Area Plan does not provide for the same.</p> <p>e) Advises that a Stage 2 level Flood Risk Assessment for the whole Plan area is required.</p>	<p>Chief Executive's Opinion:</p> <p>d) It considered appropriate to include a specific objective on lands identified in submission 18 to provide for retail warehousing on this site.</p> <p>Chief Executive's Recommendation</p> <p>d) Amend Map 14 and associated zoning matrix to include a specific objective on lands identified on the accompanying map to provide for retail warehousing.</p> <p>Chief Executive's Opinion</p> <p>e) A Stage 2 flood risk assessment was carried out for all lands within the LAP boundary that are zoned for land uses not compatible with flood risk. Established flood risk zones in these lands and this was also informed by the Justification Tests carried out in accordance with the Flood Risk Management Guidelines.</p> <p>Based on the above, it is considered that the SFRA has assessed all lands within the draft LAP zoned for land-use not compatible with flood risk. Future zonings will also be subject to Stage 2 FRA if required.</p> <p>Chief Executive's Recommendation</p> <p>e) No Change.</p>
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		<p>f) States that the Local Area Plan should be amended in plan, and text form to make it clear to the reader that Courtown Demesne is subject to land use zoning as set out in the Proposed Kilcock Local Area Plan and in the Kilcock Environs plan.</p> <p>g) The Proposed Local Area Plan should set out clearly how it is consistent with the NTA transport strategy.</p>	<p>Chief Executive’s Opinion</p> <p>f) Agreed.</p> <p>Chief Executive’s Recommendation</p> <p>f) Reword text in section 3.1 of Chapter 3 Kilcock in Context, to clarify the zoning of Courtown Demesne as follows:</p> <p>Meath County Council’s administrative boundary adjoins the town core to the north, while the Kilcock Environs Plan contained in the Kildare County Development Plan 2011-2017 forms the boundary of the plan area to the south.</p> <p>Chief Executive’s Opinion</p> <p>g) Agreed.</p> <p>Chief Executive’s Recommendation</p> <p>g) Reword Chapter 8 Connecting Infrastructure, Section 8.1.1 Introduction as follows:</p> <p>Transport has an important contribution to make in shaping and achieving a sustainable town. The Greater Dublin Area Draft Transport Strategy 2011-2030 places an emphasis on measures which will support the region’s economy, promote social equity and reduce adverse impacts on the built and natural environment.</p> <p>A hierarchy of transport users in fundamental to the delivery of the strategy with less dependency on the private car for routine trips and replacement by walking, cycling and public transport will result in a reduction in consumption of non-renewable resources</p>
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			<p>and CO₂ emissions.</p> <p>In order to support the economy the needs of commercial traffic and the movement of goods should be considered ahead of private cars.</p> <p>The effective integration of land use and transportation will generate and reinforce sustainable settlement patterns that make the most efficient use of land, and that minimise the need to travel by car. In this regard the LAP has a significant part to play in addressing the impact transport has in Kilcock.</p>
2.	Kenneth Mitchell	<p>This submission raises the following points:</p> <p>a) Unfinished Estates:</p> <ul style="list-style-type: none"> • Seeks information on how the Council is dealing with unfinished estates and taking them in charge (e.g. Royal Meadows and Chambers Park). • Requires a timeline for the taking in charge of unfinished estates. • Seeks information on status of the derelict site and commercial units in Chambers Park 	<p>Chief Executive’s Opinion</p> <p>a) There are a number of unfinished housing estates in Kilcock. It is essential that unfinished estates are secured in order to ensure public health and safety and essential services such as roads, public lighting, footpaths, piped services and amenity areas are satisfactorily completed.</p> <p>Timelines for completion and information on specific sites is not a matter for the LAP. These issues are dealt with by the Development Control Section.</p> <p>Two conditions are required where estates are taken in charge:</p> <ul style="list-style-type: none"> • A request from either the developer or majority owners and: • The estate has to be completed to a satisfactory standard in accordance with the conditions in the relevant planning permissions. <p>In the case where management companies have been formed</p>

		<p>b) Requires a timeline for the delivery of the proposed primary school near Chambers Park and emphasises the lack of primary schools for non catholic children in Kilcock. Requests that new school should be educate together or non or denominational.</p>	<p>the management company has to be dissolved or its remit reduced to the appropriate element of the development. Neither of the estates mentioned in the submission currently meet the above requirements. The issue of vacant commercial vacant premises is a matter for owners/liquidators.</p> <p>It is considered that policy below contained in the Draft LAP adequately addresses the issue of unfinished estates in relation to planning and development.</p> <p><i>QH 18:</i></p> <p><i>To have regard to Kildare County Council's 'Review of Finished and Unfinished Estates' (2012) and the DoECLG's 'Stakeholders Code of Practice, between the Representative Bodies Dealing with Unfinished Housing Developments (2011).</i></p> <p>Chief Executive's Recommendation</p> <p>a) The matter has been referred to the Development Control Section of Kildare County Council for attention.</p> <p>Chief Executive's Opinion</p> <p>b) The Draft LAP considers the future demands for schools having regard to the 'Code of Practice on Provision of Schools and the Planning System' published jointly by the Department of Education and Skills (DES) and the Department of Environment, Community and Local Government. The DES is responsible for the delivery of future educational facilities on school sites reserved in the Local Area Plan. Kildare County Council will work</p>
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		<p>c) Heritage and Public Realm:</p> <p>i. Requests an extensive archaeological survey should be carried out at the old Monastery site in order to locate and preserve St. Coco's well.</p>	<p>with the DES on the provision of school facilities in Kilcock.</p> <p>Chief Executive's Recommendation</p> <p>b) No Change.</p> <p>Chief Executive's Opinion</p> <p>c) i. Archaeological surveys may be required by the Council prior to future development taking place on any sites within areas of significant archaeological potential including the Monastery site. It is deemed that policy HC 24 below adequately ensures the protection of archaeological sites.</p> <p>HC 24:</p> <p><i>To protect and preserve the archaeological sites identified on the Record of Monuments, those yet unknown and those discovered since the publication of the Record of Monuments and Places (1998).</i></p> <p>Conditions No.30 and No.31 of the grant of permission (Pl. Ref. 13/765) for Cherryglade Ltd. at the Monastery Site provide for an archaeological survey to be carried out prior to the commencement of any development.</p> <p>Chief Executive's Recommendation</p> <p>c) i. No Change.</p>
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		<p>iv. Seeks the establishment of an historic trail similar to Celbridge with signage placed outside buildings/sites of historical interest detailing the history.</p> <p>d) Transport Infrastructure</p> <p>i. Suggests providing a 'park and ride' facility at Corrsaddens, the Monastery Site or Zed Candy.</p> <p>ii. Seeks Irish rail to extend the Maynooth service to Kilcock.</p>	<p>c) iv. Agreed.</p> <p>Chief Executive's Recommendation</p> <p>c) iv. Insert a new objective in 'Chapter 10: Promoting Heritage and Culture'.</p> <p>HCO 7</p> <p>To seek to establish a historic walking/cycling trail in Kilcock.</p> <p>Chief Executive's Opinion</p> <p>d) i. Lands have been zoned 'J: Transport and Infrastructure' with the specific objective to provide car parking in the vicinity of the train station. There is also a zoning objective included in the LAP to consider the provision of a park and ride facility on lands zoned 'H: Office, Light Industry and Warehousing' located to the north west of the LAP boundary off Enfield Road. It is considered that these zoning objectives adequately address the issue of commuter car parking provision within the town.</p> <p>Chief Executive's Recommendation</p> <p>d) i. No Change.</p> <p>Chief Executive's Opinion</p> <p>d) ii. The NTA has prepared a draft Transport Strategy 2011-2030 for the Greater Dublin Area. The Draft Strategy includes proposals for the electrification of the line between Dublin</p>
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		<p>iii. Requests the provision of a roundabout at the junction of New Street and Maynooth Road in order to relieve traffic congestion.</p> <p>iv. Requests the provision of a pedestrian crossing at Shaw Bridge/Harbour Street in order to provide easier access to the town centre for pedestrians.</p>	<p>and Maynooth. Beyond the period of the Strategy, there is potential for further rail electrification west of Maynooth.</p> <p>Chief Executive's Recommendation</p> <p>d) ii. No Change.</p> <p>Chief Executive's Opinion</p> <p>d) iii. The issue raised is not a matter for the Draft LAP and would be more readily addressed through a Traffic Management Plan.</p> <p>Chief Executive's Recommendation</p> <p>d) iii. To include a new objective in 'Chapter 8 Connecting Infrastructure', Section 8.1.4.</p> <p>MTO 1:</p> <p>To prepare a Traffic Management Plan for Kilcock.</p> <p>Chief Executive's Opinion</p> <p>d) iv. It is considered that objective MTO 14 adequately addresses the issue raised:</p> <p>MTO 14:</p> <p><i>To develop a high quality pedestrian environment and a safe and pleasant crossing point for pedestrians at the junction of Shaw Bridge, Harbour Street and School Street (see section</i></p>
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		<p>v. Seeks a survey of footpaths within the town with a view to improving them for people with buggies and the physically impaired.</p>	<p>7.4.2.2)</p> <p>Chief Executive's Recommendation</p> <p>d) iv. No Change.</p> <p>Chief Executive's Opinion</p> <p>d) v. The Draft LAP acknowledges that some of Kilcock's footpaths and streets are at present unsuitable for wheel and pushchair users. It is considered that the policies and objectives included in 'Chapter 7 Shaping Kilcock', Sections 7.4.2.4 New Road and Section 7.4.2.5 New Lane and those outlined in 'Chapter 8 Connecting Infrastructure', Section 8.1.4.5 – Walking adequately address the issue raised.</p> <p>SK 9:</p> <p><i>To promote the development of a network of attractive active and safe streets and public spaces which are memorable and encourage walking as the preferred means of movement between building and spaces.</i></p> <p>SKO 10:</p> <p><i>To implement a programme of environmental improvements within the town centre area.</i></p> <p>SKO 26</p> <p><i>To seek the development of a new footpath along the northern side of New Road adjacent to Kelly's Bakery.</i></p>
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			<p>SKO 29</p> <p><i>To promote the creation of footpaths which are universally accessible along New Lane.</i></p> <p>MT 11:</p> <p><i>To improve the pedestrian environment and promote the development of a network of pedestrian routes which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe and accessible to all.</i></p> <p>MTO 16:</p> <p><i>To avail of opportunities to refurbish and increase footpath widths within the town core improving access for the mobility impaired as part of this refurbishment.</i></p> <p>Chief Executive's Recommendation</p> <p>d) v. No Change.</p>
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3.	Ian Ledger	<p>The submission seeks improvement to transport infrastructure, connectivity and permeability as follows:</p> <p>a) Seeks the provision of a footpath from Ryebriidge to the Town Centre and nearby schools. States that children are climbing the fence at Abbey Field to get to school and requests the provision of an access from Ryebriidge to the Town Centre via Abbey Field.</p>	<p>Chief Executive’s Opinion</p> <p>a) ‘Map 3: Urban Design Framework Plan’ and ‘Map 7: Transport Objectives Map’ shows indicative pedestrian and cyclist routes through Abbey Field and along the River Rye Water in order to improve access to the town centre and schools. There is no continuous footpath linking the Ryebriidge estate to Church Street. It is considered appropriate to seek the provision of a continuous footpath from the Summerhill Road linking to the existing footpaths on Church Street.</p> <p>Chief Executive’s Recommendation</p> <p>a) To amend MTO 17 as follows:</p> <p><i>To provide footpaths and lighting at the following locations:</i></p> <ul style="list-style-type: none"> • <i>From the Fairgreen along Connaught Street.</i> • <i>Along the eastern side of Mollyware Street and Bridge Street.</i> • <i>Along Church Street and the Enfield Road to the Cemetery and Nursing Home.</i> • <i>Along the Royal Canal</i> • <i>Along the Meath Bridge – in the form of a boardwalk (see section 7.4.2.2)</i> • From the junction of the Summerhill Road connecting to existing footpaths along Church Street.
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		<p>b) Seeks improved rail service to and from Kilcock with a reduction in fares. Also seeks the reintroduction of bus service and the provision of bus shelters at bus stops.</p> <p>c) Indicates that there is very heavy traffic at the junction of the Summerhill/Kilcock road particularly at school times and requests the provision of a roundabout or similar with improvement to road surface.</p>	<p>Chief Executive's Opinion</p> <p>b) The NTA has prepared a draft Transport Strategy 2011-2030 for the Greater Dublin Area. The draft strategy includes proposals for the electrification of the line between Dublin and Maynooth. Beyond the period of the Strategy, there is potential for further rail electrification west of Maynooth.</p> <p>The provision of additional bus services and bus shelters is a matter for the National Transport Authority (NTA).</p> <p>Chief Executive's Recommendation</p> <p>b) No Change.</p> <p>Chief Executive's Opinion</p> <p>c) The issues raised are not a matter for the Draft LAP and would be more readily addressed through a Traffic Management Plan.</p> <p>Chief Executive's Recommendation</p> <p>c) To include a new objective in 'Chapter 8 Connecting Infrastructure', Section 8.1.4</p> <p>MTO 1:</p> <p>To prepare a Traffic Management Plan for Kilcock.</p>
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		<p>d) States that parking provision is insufficient in town centre.</p>	<p>Chief Executive's Opinion</p> <p>d) Lands have been zoned 'J: Transport and Infrastructure' with the specific objective to provide car parking in the vicinity of the train station. There is also a zoning objective included in the LAP to consider the provision of a park and ride facility on lands zoned 'H: Office, Light Industry and Warehousing' located to the north west of the LAP boundary. It is considered that these zoning objectives adequately address the issue of commuter car parking within the town.</p> <p>Chief Executive's Recommendation</p> <p>d) No Change.</p>
4.	Cliona Holt	<p>The submission seeks improvement of transport infrastructure throughout the town as follows:</p> <p>a) Upgrade of footpaths throughout the town in terms of height, width and surface with particular attention paid to those in the vicinity of Esso Petrol Station and Garda Station on Church Street.</p>	<p>Chief Executive's Opinion</p> <p>a) The plan acknowledges that some of Kilcock's footpaths and streets require upgrading. It is considered that 'Chapter 8 Connecting Infrastructure', Section 8.1.4.5 Walking and the following policies and objectives adequately address the issue of upgrading footpaths in Kilcock.</p> <p>SK 9:</p> <p><i>To promote the development of a network of attractive active and safe streets and public spaces which are memorable and encourage walking as the preferred means of movement between building and spaces.</i></p> <p>SKO 10:</p> <p><i>To implement a programme of environmental improvements within the town centre area.</i></p>

		<p>b) Introduction of traffic calming measures between the graveyard and Esso Petrol Station in order to reduce the speed of traffic leaving the M4.</p>	<p>MT 11:</p> <p><i>To improve the pedestrian environment and promote the development of a network of pedestrian routes which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe and accessible to all.</i></p> <p>MTO 16:</p> <p><i>To avail of opportunities to refurbish and increase footpath widths within the town core improving access for the mobility impaired as part of this refurbishment.</i></p> <p>Chief Executive’s Recommendation</p> <p>a) No Change.</p> <p>Chief Executive’s Opinion</p> <p>b) The issues raised are not a matter for the Draft LAP and would be more readily addressed through a Traffic Management Plan.</p> <p>Chief Executive’s Recommendation</p> <p>b) To include a new objective in section 8.1.4</p> <p>MTO 1:</p> <p>To prepare a Traffic Management Plan for Kilcock.</p>
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		<p>c) Provision of a pedestrian crossing from the footpath to the entrance to the canal on Kilcock/Enfield Road.</p> <p>d) States that junction of the Summerhill/Kilcock road is hazardous providing poor road conditions and sight lines and seeks the improvement of the same.</p>	<p>Chief Executive's Opinion</p> <p>c) The LAP seeks to improve permeability and connectivity throughout the town. The Urban Design Framework provides indicative pedestrian/cyclist routes and crossings along the Royal Canal. As part of the Urban Design Framework increased access to the Royal Canal from Church Street is provided for. 'Chapter 8 Connecting Infrastructure', Section 8.1.4.5 - Walking in particular MTO 12 adequately address the issue of increasing pedestrian crossings in Kilcock.</p> <p><i>MTO 12:</i></p> <p><i>To provide increased priority for pedestrians particularly at the entrances to the town centre through the introduction of increased pedestrian crossing points and other measures as appropriate. Traffic calming within the Market Square as well as pedestrian and cyclist crossing points over the Royal Canal and railway line will be prioritised.</i></p> <p>Chief Executive's Recommendation</p> <p>c) No Change.</p> <p>Chief Executive's Opinion</p> <p>d) The issues raised are not a matter for the Draft LAP and would be more readily addressed through a Traffic Management Plan.</p> <p>Chief Executive's Recommendation</p> <p>1. To include a new objective in 'Chapter 8 Connecting</p>
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			<p>Infrastructure', Section 8.1.4.</p> <p>MTO 1:</p> <p>To prepare a Traffic Management Plan for Kilcock.</p>
5.	Tesco Ireland Ltd.	<p>a) Notes that draft LAP proposes to introduce a new zoning objective 'Neighbourhood Centre' for the Tesco Express site and requests that the site retains its 'Town Centre' zoning from the Kilcock LAP 2009.</p> <p>b) Highlights the need to ensure that the 'Neighbourhood Centre' zoning has an associated zoning matrix for this category.</p>	<p>Chief Executive's Opinion</p> <p>a) Revitalising Kilcock's retail base by strengthening and consolidating the town centre area is a key strategy of the Draft LAP. The zoning objective 'A: Town Centre' contained in the 2009 Kilcock Local Area Plan extends over a large area. This has resulted in a lack of concentration of retail activity in the town's core retail area. It is deemed appropriate to reduce the overall size of the town centre zoning in Kilcock as a mechanism to boost retail activity in the vicinity of New Lane, New Road, School Street, Bridge Street, Harbour Street and the Market Square. Neighbourhood Centre zoning accommodates convenience retail units, such as the Tesco Express store.</p> <p>Chief Executive's Recommendation</p> <p>a) No Change.</p> <p>Chief Executive's Opinion</p> <p>b) Agreed.</p> <p>Chief Executive's Recommendation</p> <p>b) To amend Table 13: Land Use Zoning Matrix to include a Neighbourhood Centre category.</p>

<p>6.</p>	<p>Environmental Protection Agency</p>	<p>Acknowledges that the Plan has clearly integrated the findings of the SEA, FRA and AA into the Plan and welcomes the inclusion of the Green Infrastructure Strategy.</p> <p>a) Recommends rewording to Policy QH2 as follows:</p> <p><i>To have regard to ensure consistency with the Regional Planning Guidelines for the GDA and make provision for the scale of population growth and housing allocations outlined in these guidelines.</i></p> <p>b) Suggests that the SEA includes relevant suitably scaled maps showing the current environmental baseline described in the Plan, with particular regard to water quality and associated water related biodiversity aspects.</p> <p>c) The SEA should include a summary of the frequency of monitoring on the various environmental criteria where possible.</p>	<p>Chief Executive’s Opinion</p> <p>a) Agreed.</p> <p>Chief Executive’s Recommendation</p> <p>a) Reword Policy QH 2</p> <p>To have regard to ensure consistency with the Regional Planning Guidelines for the GDA and make provision for the scale of population growth and housing allocations outlined in these guidelines.</p> <p>Chief Executive’s Opinion</p> <p>b) Agreed.</p> <p>Chief Executive’s Recommendation</p> <p>b) It is proposed to include baseline mapping in the Environmental Report.</p> <p>Chief Executive’s Opinion</p> <p>c) Agreed.</p> <p>Chief Executive’s Recommendation</p> <p>c) The appropriate frequency of monitoring will be considered by Kildare County Council and reference made in the Environmental Report.</p>
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7.	Dublin Airport Authority	No comment to make with regard to the Kilcock LAP.	<p>Chief Executive's Opinion</p> <p>Noted.</p> <p>Chief Executive's Recommendation</p> <p>No Change.</p>
8.	Ger Browne	<p>a) States that the townland name 'Commons East' used for his lands in the Draft Kilcock LAP 2015-2021 is wrong.</p> <p>b) Notes that draft LAP proposes a change of zoning for his site from 'Town Centre' to 'New Residential' and requests that the site retains its 'Town Centre' zoning from the Kilcock LAP 2009.</p>	<p>Chief Executive's Opinion</p> <p>a) Agreed.</p> <p>Chief Executive's Recommendation</p> <p>a) Any reference to this townland name in connection with this site shall be removed from the Kilcock LAP.</p> <p>Chief Executive's Opinion</p> <p>b) Revitalising Kilcock's retail base by strengthening and consolidating the town centre area is a key strategy of the Draft LAP. The zoning objective 'A: Town Centre' contained in the 2009 Kilcock Local Area Plan extends over a large area. This has resulted in lack of concentration of retail activity in the core retail area. It is deemed appropriate to reduce the overall size of the town centre zoning in Kilcock as a mechanism to boost retail activity in the vicinity of New Lane, New Road, School Street, Bridge Street, Harbour Street and the Market Square. The site is located approximately 1 km from the centre of the town and is separated from the core retail area by a number of existing residential developments. It is therefore considered that the</p>

		<p>c) Requests the removal of the pedestrian route and bridge indicated on Map 7 – Transport Objectives Map linking the site to the Royal Canal and crossing the railway line and queries the cost implications of the delivery of this bridge.</p>	<p>zoning objective 'C1: New Residential' is a more appropriate land use for the site.</p> <p>Chief Executive's Recommendation</p> <p>b) No Change.</p> <p>Chief Executive's Opinion</p> <p>c) Improved connectivity and permeability are cross cutting themes throughout the LAP and are a central component of the Urban Design Strategy. The Urban Design Strategy seeks to improve linkages within the town, connecting the residential areas south of the Royal Canal and railway line with the town centre and providing better connectivity between all residential areas, services and facilities. Pedestrian and cyclist bridges over the railway line and Royal Canal are key priorities in delivering this strategy. The site provides an opportunity to provide linkages between the Enfield Road and Ryebribe estate to the Royal Canal and the Bawnogues area increasing permeability throughout the town.</p> <p>It is considered appropriate to create a special development contribution scheme in Kilcock to generate funding to provide pedestrian and cyclist bridges over the Royal Canal and rail line.</p> <p>Chief Executive's Recommendation</p> <p>c) To investigate the making of a Special Development Contribution Scheme under Section 49 of the Planning and Development Act 2000-2014 to facilitate the provision of public infrastructure of this plan including pedestrian and cyclist bridges.</p>
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		<p>d) States that the Market Square and Fairgreen should only be redeveloped if alternative feasible parking areas are identified and committed to by Kildare County Council and requests that parking facilities in the draft LAP should be reviewed.</p>	<p>Chief Executive's Opinion</p> <p>d) Lands have been zoned 'J: Transport and Utilities' with a specific objective to provide additional car parking for the train station. It is also a specific objective of the LAP to provide a 'Park and Ride' facility on lands zoned 'H: Office, Light Industry and Warehousing'. It is considered the land use zonings outlined above and the following policy and objective contained in the LAP adequately address the issue of car parking in the Kilcock.</p> <p>MT 13:</p> <p><i>To discourage commuter car parking within the town centre and to ensure adequate but not excessive parking provision for short-term shopping, business and leisure uses (a reduction in parking provision will not generally be encouraged in the absence of appropriate alternative car parking provision).</i></p> <p>MTO 20:</p> <p><i>To identify a suitable and appropriate new location for commuter car parking providing easy access to public transport infrastructure.</i></p> <p>Chief Executive's Recommendation</p> <p>d) No Change.</p>
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<p>9.</p>	<p>Kilcock Business Association</p>	<p>The submission requests that the following issues be examined in the draft LAP</p> <p>a) The provision of a bus stop in the town centre.</p> <p>b) That any future development on the Meath side of Kilcock be subject to proper road and infrastructure layout.</p> <p>c) The possibility of providing additional car parking facilities on the site between Kellys Bakery and Lidl.</p>	<p>Chief Executive’s Opinion</p> <p>a) The provision of additional bus services is a matter for the National Transport Authority (NTA). The provision of bus shelters is at present undertaken by the bus services providers. Section 19.11.7 of the Kildare County Development Plan 2011-2017 sets out standards on the design of any proposed bus shelters.</p> <p>Chief Executive’s Recommendation</p> <p>a) No Change.</p> <p>Chief Executive’s Opinion</p> <p>b) Development on the Meath side of Kilcock is under the jurisdiction of Meath County Council. The roads objectives contained in the Draft LAP are aligned to the provisions of the Kilcock Environs Plan- Volume V of Variation (No.2) of the Meath County Development Plan 2013-2019.</p> <p>Chief Executive’s Recommendation</p> <p>b) No Change.</p> <p>Chief Executive’s Opinion</p> <p>c) Lands have been zoned ‘J: Transport and Infrastructure’ with the specific objective to provide car parking in the vicinity of the train station. There is also a zoning objective included in the plan to consider the provision of a park and ride facility on lands zoned</p>
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		<p>d) The completion of the Brayton Park Road to Spin Bridge.</p>	<p>'H: Office, Light Industry and Warehousing' located to the north west of the LAP boundary. It is considered the land use zonings outlined above and the following policy and objective contained in the LAP adequately address the issue of car parking in the Kilcock. In addition any redevelopment proposals for lands in and around the town centre will be required to indicate proposals for car parking.</p> <p>MT 13:</p> <p><i>To discourage commuter car parking within the town centre and to ensure adequate but not excessive parking provision for short-term shopping, business and leisure uses (a reduction in parking provision will not generally be encouraged in the absence of appropriate alternative car parking provision).</i></p> <p>MTO 20:</p> <p><i>To identify a suitable and appropriate new location for commuter car parking providing easy access to public transport infrastructure.</i></p> <p>Chief Executive's Recommendation</p> <p>c) No Change.</p> <p>Chief Executive's Opinion</p> <p>d) Map 7 Transport Objectives Map – Roads Objective (A) – (B) identifies a future indicative road line connecting the Bawnogues/Brayton Park to the M7 interchange. Objective MTO 23 included in the LAP also makes provision for the link road:</p>
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		<p>e) The extension of the East/West Greenway to Kilcock.</p>	<p>MTO 23: <i>To facilitate the future construction of the following roads and in the interim protect their routes from development:</i></p> <ul style="list-style-type: none"> • <i>From Mollyware Street (Royal Meadows) to the Branganstown Road.</i> • <i>From the Enfield Road to the County boundary.</i> • <i>From the Bawnogues to the M4 interchange.</i> <p>It is considered that these objectives adequately address the concerns raised.</p> <p>Chief Executive’s Recommendation</p> <p>d) No Change.</p> <p>e) Chief Executive’s Opinion</p> <p>The Kildare Section of the East/West Greenway is progressing, the Moyvalley section is currently on Part 8 public display. The Kilcock section has Part 8 approval and is currently awaiting the release of funding from the Department of Transport in order to commence construction of the project. The Transport Objectives Map will be amended to show an indicative pedestrian/cyclist route along the Royal Canal within the LAP boundary.</p> <p>e) Chief Executive’s Recommendation</p> <p>Amend Map 7 Transport Objectives Map to show the route of the East/West Greenway through Kilcock.</p>
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		<p>f) The provision of a link road from the Balfeighan roundabout to the Musgrave roundabout.</p>	<p>Chief Executive’s Opinion</p> <p>f) Map 7 Transport Objectives Map – Roads Objective (C) – (D) identifies a future road line connecting the roundabout at Musgraves to the County Boundary. Transport infrastructure beyond the county boundary is within the jurisdiction of Meath County Council. Objective MTO 23 included in the LAP also makes provision for the link road:</p> <p><i>MTO 23:</i></p> <p><i>To facilitate the future construction of the following roads and in the interim protect their routes from development:</i></p> <ul style="list-style-type: none"> • <i>From Mollyware Street (Royal Meadows) to the Branganstown Road.</i> • <i>From the Enfield Road to the County boundary.</i> • <i>From the Bawnogues to the M4 interchange.</i> <p>It is considered that these objectives adequately address the concerns raised.</p> <p>Chief Executive’s Recommendation</p> <p>f) No Change.</p>
<p>10.</p>	<p>OPW, Flood Relief Design Section</p>	<p>Notes that the FRA highlights the flood risk areas and states that the Strategic Flood Risk Assessment Maps produced should cover the entire LAP boundary and not just disjointed areas where flood risk zones have been established.</p>	<p>Chief Executive’s Opinion</p> <p>A Stage 2 flood risk assessment was carried out for all lands within the LAP boundary that are zoned for land uses not compatible with flood risk. Established flood risk zones in these lands and this was also informed by the Justification Tests carried out in accordance with the Flood Risk Management Guidelines.</p>

			<p>Based on the above, it is considered that the SFRA has assessed all lands within the draft LAP zoned for land-use not compatible with flood risk. Future zonings will also be subject to Stage 2 FRA if required.</p> <p>Chief Executive's Recommendation</p> <p>No Change.</p>
11.	Department of Education and Skills	<p>Requests that Kildare County Council take the lead in relation to the identification/acquisition of suitable school sites as required. The submission notes that projected figures have not been provided in the Draft LAP. If this information is provided then the Department will comment on the need or otherwise to reserve sites for education provision.</p>	<p>Chief Executive's Opinion</p> <p>Further to clarification with the Department of Education an additional submission was made as follows:</p> <p>Notes that the LAP works off housing units rather than the projected additional population. States that using a proposed figure of 1,061 units the plan would require an additional primary school and post primary school.</p> <p>Notes that the LAP has 2 sites reserved for schools, a 3 acre site for primary school provision and a 12 acre site for post-primary school. States that these site reservations should remain and that it should not be necessary to reserve any additional school sites for the lifetime of the proposed LAP.</p> <p>Chief Executive's Recommendation</p> <p>No Change.</p>

12.	Union Castle Ltd.	<p>The submission refers to lands adjacent to the Bawnogues and Brayton Park and notes that they retain a 'right of way' following the line of link road as indicated in the Draft LAP.</p> <p>Notes that they will co-operate and facilitate Kildare County Council in the provision of the extension of the link road from the development at Brayton Park up to and through their lands in order to meet the objectives of the LAP.</p>	<p>Chief Executive's Opinion</p> <p>Noted. The line of link road at the Bawnogues indicated in the Draft LAP is indicative only. The detailed design of the road alignment will need to be agreed with the Transportation Department of Kildare County Council at planning application stage.</p> <p>Chief Executive's Recommendation</p> <p>No Change.</p>
13.	Ryebriidge Estate Residents Association	<p>The submission requests that the following items be included in the Draft LAP:</p> <p>a) Improvement and ongoing maintenance of roads.</p> <p>b) Improved public transport with an increase in the number of buses and trains servicing Kilcock.</p>	<p>Chief Executive's Opinion</p> <p>a) The specific issues raised are not a matter for the LAP and would be more readily addressed through the detailed design process for improvement works and ongoing maintenance works by the Municipal District Engineer.</p> <p>Chief Executive's Recommendation</p> <p>a) No change. Refer submission to Municipal District Engineer for information re: road maintenance issues.</p> <p>Chief Executive's Opinion</p> <p>b) The NTA has prepared a draft Transport Strategy 2011-2030 for the Greater Dublin Area. The Draft Strategy includes proposals for the electrification of the line between Dublin and Maynooth. Beyond the period of the Strategy, there is potential for further rail electrification west of Maynooth.</p>

		<p>c) Link road from Musgraves to Summerhill Road and onto the Maynooth side of the town.</p>	<p>Chief Executive's Recommendation</p> <p>b) No Change</p> <p>Chief Executive's Opinion</p> <p>c) Map 7 Transport Objectives Map – Roads Objective (C) – (D) identifies a future road line connecting the roundabout at Musgraves to the county boundary. Transport infrastructure beyond the county boundary is within the jurisdiction of Meath County Council. Objective MTO 23 included in the LAP also makes provision for the link road:</p> <p><i>MTO 23:</i> <i>To facilitate the future construction of the following roads and in the interim protect their routes from development:</i></p> <ul style="list-style-type: none"> • <i>From Mollyware Street (Royal Meadows) to the Branganstown Road.</i> • <i>From the Enfield Road to the county boundary.</i> • <i>From the Bawnogues to the M4 interchange.</i> <p>It is considered that these objectives adequately address the concerns raised.</p> <p>Chief Executive's Recommendation</p> <p>c) No Change</p>
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		<p>d) Improvements to traffic management in particular at the T junction at the Summerhill Road and the Enfield Road where a roundabout or traffic lights are required. Improve traffic calming and pedestrian crossings within the town.</p> <p>e) The provision of footpaths from the Summerhill Road to the Town Centre and pedestrian routes from Ryebidge to the Market Square and between Ryebidge and Abbeyfield. The provision of a footpath along the ring road to provide a walking route around the town.</p>	<p>Chief Executive’s Opinion</p> <p>d) The specific issues raised are not a matter for the LAP and should be addressed through a Traffic Management Plan.</p> <p>Chief Executive’s Recommendation</p> <p>d) To include a new objective in Chapter 8 Connecting Infrastructure, Section 8.1.4:</p> <p>MTO 30:</p> <p>To prepare a Traffic Management Plan for Kilcock.</p> <p>Chief Executives Opinion</p> <p>e) The submission seeks the provision of a footpath from the Ryebidge Estate to the town centre and adjacent schools. Map 3: Urban Design Framework Plan and Map 7: Transport Objectives Map show indicative pedestrian and cyclist routes through Abbey Field and along the River Rye Water in order to improve access to the town centre and nearby schools. There is no continuous footpath linking the Ryebidge estate to Church Street. It is considered appropriate to seek the provision of a continuous footpath from the Summerhill Road linking to the existing footpaths on Church Street.</p> <p>The provision of a footpath along the M4 interchange is outside the LAP boundary and should be addressed by the NRA.</p> <p>Chief Executive’s Recommendation</p> <p>e) To amend MTO 17</p>
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			<p><i>To provide footpaths and lighting at the following locations:</i></p> <ul style="list-style-type: none"> • <i>From the Fairgreen along Connaught Street.</i> • <i>Along the eastern side of Mollyware Street and Bridge Street.</i> • <i>Along Church Street and the Enfield Road to the Cemetery and Nursing Home.</i> • <i>Along the Royal Canal</i> • <i>Along the Meath Bridge – in the form of a boardwalk (see section 7.4.2.2)</i> • From the junction of the Summerhill Road connecting to existing footpaths along Church Street. <p>To include a new objective in Chapter 8 Connecting Infrastructure, Section 8.1.4:</p> <p>MTO 30:</p> <p>To prepare a Traffic Management Plan for Kilcock.</p> <p>The issue of the looped walk around the M4 interchange will be referred to the NRA for their review.</p>
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		<p>f) Improved towpaths along the Royal Canal.</p> <p>g) Improved street lighting.</p> <p>h) The provision of a play area on the Ryebidge side of the town.</p>	<p>Chief Executive’s Opinion</p> <p>f) The Kildare Section of the East/West Greenway is progressing, with the Moyvalley section currently on Part 8 public display. The Kilcock section has Part 8 approval and is currently awaiting the release of funding from the Department of Transport in order to commence construction of the project. The Transport Objectives Map will be amended to show an indicative pedestrian/cyclist route along the Royal Canal within the LAP boundary.</p> <p>Chief Executive’s Recommendation</p> <p>f) Amend Map 7 Transport Objectives Map to show the route of the East/West Greenway through Kilcock.</p> <p>Chief Executive’s Recommendation</p> <p>g) The specific issues raised are not a matter for the Draft LAP and should be addressed through the detailed design process for lighting improvement works by the Kildare County Council’s Public Lighting Department.</p> <p>Chief Executive’s Recommendation</p> <p>g) No change. Refer submission to Public Lighting Department.</p> <p>Chief Executive’s Recommendation</p> <p>h) The Draft LAP contains objectives to provide open space and play areas for the entire community of Kilcock. As part of the Urban Design Strategy it is proposed to increase connectivity between</p>
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		<p>i) Seeks the gentrification of the town centre.</p>	<p>all residential neighbourhoods and community facilities and services. The following objectives contained in the Draft LAP seek the provision of community infrastructure in Kilcock.</p> <p>GKO 7:</p> <p><i>To develop a town park at the Bawnogues for the entire community of Kilcock.</i></p> <p>GKO 8:</p> <p><i>To transform the under-utilised area of the 'island' into an area of public open space in conjunction with the provision of pedestrian/cycling crossings over the railway and Royal Canal (also see section 9.4.7 and 13.4.7).</i></p> <p>The Kildare County Development Plan 2011-2017 recognises that children use their whole environment to play and it is possible through careful design and landscaping to provide play features that would not have the insurance, supervision, security or maintenance implications of traditional play areas. It is the intention of the Council to encourage the development of built environments, where living predominates over traffic to facilitate this.</p> <p>Chief Executive's Recommendation</p> <p>h) No change.</p> <p>Chief Executive's Recommendation</p> <p>i) The issue raised is dealt with in 'Chapter 7 Shaping Kilcock'. This chapter contains an Urban Design Strategy and Urban Design</p>
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		<p>j) Increased Garda presence.</p>	<p>Framework and includes specific proposals to guide growth and manage change in the town by strengthening, consolidating and expanding Kilcock in order to create a lively, permeable town with a mix of residential, commercial, community and amenity uses.</p> <p>The Urban Design Framework contains policies, objectives and design guidance in order to enhance the physical environment of Kilcock and improve the factors that have a significant impact on the image of the town and the quality of the public domain.</p> <p>Chief Executive’s Recommendation</p> <p>i) No change.</p> <p>Chief Executive’s Recommendation</p> <p>j) The specific issue raised is not a matter for the LAP.</p> <p>Chief Executive’s Recommendation</p> <p>j) No change.</p>
14.	Geographical Survey of Ireland	<p>The submission states that the Geographical Survey of Ireland has maps/datasets to assist with LAPs. This information should be included in the ‘Soils and Geology’ and Surface Water and Ground Water’ sections of the plan.</p>	<p>Chief Executive’s Opinion</p> <p>Agreed.</p> <p>Chief Executives Recommendation</p> <p>Baseline mapping will be included in the Environmental Report.</p>

<p>15.</p>	<p>Christina Corrigan</p>	<p>The submission raises the following points:</p> <p>a) Suggests changing the name of the town to the Irish version as Kilcock is not appealing to the UK or USA as a venue to do business.</p> <p>b) Requests the development of a community centre with a swimming pool to encourage community/social activity and healthy lifestyles.</p>	<p>Chief Executive’s Opinion</p> <p>a) The request seeks to the use the Irish version of Kilcock - Cill Choca as the common name for the town. The Department of Arts, Heritage and the Gaeltacht promotes the Irish language as a vital part of the living heritage of the State. The Official Languages Act 2003 provides a statutory framework for the delivery of State services through the Irish Language. The Placenames Branch researches the placenames of Ireland and provides authoritative Irish language forms of those placenames. Section 9 of the Official Languages Act 2003 specifically deals with signage and seeks to ensure Irish is principally prominent in signs. It is not a matter for the LAP to stipulate the use of the Irish placename over the English version of the placename.</p> <p>Chief Executive’s Recommendation</p> <p>a) No Change.</p> <p>Chief Executive’s Opinion</p> <p>b) The lands at the Bawnogues are zoned for recreational use and are currently the subject of a Part 8 application for a Community Centre. The provision of facilities and accommodation envisaged for the Community Centre are subject to availability of funding. The Part 8 process allows for submissions and objections by interested parties to the specific proposal.</p>
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			<p>Chief Executive's Recommendation</p> <p>b) No Change.</p>
16.	John Ryan	<p>The submission raises the following points in relation to car parking in the town centre:</p> <p>a) States that car parking along Harbour Street is very necessary for his business (John Ryan Butchers) and requests assurance that car parking will be retained along Harbour Street.</p>	<p>Chief Executive's Opinion</p> <p>a) The Draft LAP has no proposals to remove on-street car parking from Harbour Street. It is considered that the following policy provides for retail related car parking. The car parking will be addressed through a Traffic Management Plan.</p> <p>MT 13: <i>To discourage commuter car parking within the town centre and to ensure adequate but not excessive parking provision for short-term shopping, business and leisure uses (a reduction in parking provision will not generally be encouraged in the absence of appropriate alternative car parking provision).</i></p> <p>Chief Executive's Recommendation</p> <p>a) To include a new objective in Chapter 8 Connecting Infrastructure, Section 8.1.4:</p> <p>MTO 30: <i>To prepare a Traffic Management Plan for Kilcock.</i></p>

		<p>b) Kildare County Council should consider acquiring lands in the vicinity of the train station to provide a 'park and ride' as commuter parking in the town centre is affecting trade in the town.</p>	<p>Chief Executive's Opinion</p> <p>b) Lands have been zoned 'J: Transport and Utilities' and contain a specific objective to provide additional car parking for the train station. It is also a specific objective of the Plan to provide a 'park and ride' facility on lands zoned 'H: Office, Light Industry and Warehousing'.</p> <p>MTO 20: <i>To identify a suitable and appropriate new location for commuter car parking providing easy access to public transport infrastructure.</i></p> <p>It is not a matter for the LAP to acquire sites for development.</p> <p>Chief Executive's Recommendation</p> <p>b) No Change.</p>
17.	Ena Dooley	<p>The submission highlights the following issues with regard to traffic in the town centre:</p> <p>a) Speed limits need to be reduced in the town centre. Double parking occurring in the Market Square. A large build up of traffic from the Maynooth direction along Harbour Street, held up at Shaw Bridge.</p>	<p>Chief Executive's Opinion</p> <p>a) The issues raised are not a matter for the Draft LAP and should be addressed through a Traffic Management Plan.</p> <p>Chief Executive's Recommendation</p> <p>a) To include a new objective in 'Chapter 8 Connecting Infrastructure', Section 8.1.4.</p> <p>MTO 1: <i>To prepare a Traffic Management Plan for Kilcock.</i></p>

		<p>b) Road surfaces are in a state of bad repair. Stop signs are not visible.</p>	<p>Chief Executive's Opinion</p> <p>b) The specific issues raised are not a matter for the Draft LAP and would be more readily addressed through the detailed design process for improvement works, ongoing maintenance works by the Municipal District Engineer</p> <p>Chief Executive's Recommendation</p> <p>b) No change. Refer submission to Municipal District Engineer for information re: road maintenance issues.</p>
18.	Bridie Murphy	<p>The submission raises the following points with regard to traffic and public realm in the town centre:</p> <p>a) Car parking is essential to the businesses located in the town centre.</p> <p>b) Traffic lights are needed on Shaw Bridge and at the junction of New Road and Harbour Street. Speed limits need to be reduced in the vicinity of the Market Square.</p>	<p>Chief Executive's Opinion</p> <p>a) Noted</p> <p>Chief Executive's Recommendation</p> <p>a) No Change</p> <p>Chief Executive's Opinion</p> <p>b) The issues raised are not a matter for the Draft LAP and should be addressed through a Traffic Management Plan.</p> <p>Chief Executive's Recommendation</p> <p>b) To include a new objective in 'Chapter 8 Connecting Infrastructure', Section 8.1.4.</p> <p>MTO 1:</p> <p>To prepare a Traffic Management Plan for Kilcock.</p>

		<p>c) Directional Road Signage needs to be provided to the Market Square. Road surfaces are in a state of bad repair. Streets need to be swept on a regular basis.</p> <p>d) Any monies made available should be spent on improving the town centre.</p>	<p>Chief Executive's Opinion</p> <p>c) The specific issues raised are not a matter for the Draft LAP and would be more readily addressed through the detailed design process for improvement works, ongoing maintenance works by the Municipal District Engineer</p> <p>Chief Executive's Recommendation</p> <p>c) No change. Refer submission to Municipal District Engineer for information re: road maintenance issues.</p> <p>Chief Executive's Opinion</p> <p>d) Kildare County Council has a Capital Works Programme funded by development contributions and Local Property Tax. All works to be undertaken are included in our Capital Works Budget which is brought before the Elected Representatives for consideration.</p> <p>Chief Executive's Recommendation</p> <p>d) No Change.</p>
<p>19.</p>	<p>Bennett Developments</p>	<p>The subject site is proposed to be zoned 'H:Office/Light Industry/Warehousing' in the Draft LAP. The submission requests that the zoning objective and zoning matrix be revised to allow for a petrol station to be permitted in principle (to reflect the existing permission on this site) and for retail warehousing to be open for consideration.</p>	<p>Chief Executive's Opinion</p> <p>Agreed. It considered appropriate to include a specific objective on lands indentified in this submission to provide for retail warehousing on this site.</p> <p>Chief Executive's Recommendation</p> <p>To amend Map 14 and associated zoning matrix to include a specific objective on lands identified on the accompanying map to provide</p>

			for retail warehousing.
20.	Grant Thornton	<p>The submission requests the following amendments to section 7.4.3.3.A - Zed Candy:</p> <p>a) Rewording of Item 2:</p> <p><i>To facilitate the provision of a socially cohesive community through the provision of a wide range of housing types and tenures including live/work units in an integrated manner.</i></p> <p>b) Removal of bullet point 3 under Item 3</p> <ul style="list-style-type: none"> <i>Pedestrian and cyclist bridge over the Royal Canal linking Church Street with the recreational open space on the 'island'.</i> 	<p>Chief Executive's Opinion</p> <p>a) Agreed.</p> <p>Chief Executive's Recommendation</p> <p>a) Reword Section 7.4.3.3.A - Zed Candy Item 2:</p> <p><i>To facilitate the provision of a socially cohesive community through the provision of a wide range of housing types and tenures including live/work units in an integrated manner.</i></p> <p>Chief Executive's Opinion</p> <p>b) Improved connectivity and permeability are cross cutting themes throughout the LAP. A central element of the Urban Design Strategy lies in improving linkages within the town. Providing better connectivity between residential areas, services and facilities with good pedestrian and cyclist routes is a key priority in delivering this strategy. The site provides an opportunity to provide linkages between the Enfield Road and Ryebriidge estate to the Royal Canal and the Bawnogues area increasing permeability throughout the town.</p> <p>It is considered appropriate to create a special development contribution scheme in Kilcock to generate funding to provide pedestrian and cyclist bridges over the Royal Canal and rail line.</p>

		<p>c) Replacement of bullet points 1 and 5 under Item 3 from:</p> <ul style="list-style-type: none"> • Perimeter Block Structure • Perimeter Block Structure/Building frontage facing the Royal Canal providing passive supervision <p>With the following bullet point:</p> <ul style="list-style-type: none"> • Block structure to ensure buildings closest to the canal corridor provide frontage towards the canal and associated new open space within the site at/adjoining the canal bank. The slope of the canal bank to form part of the overall public realm resource for the site. 	<p>Chief Executive’s Recommendation</p> <p>b) To investigate the making of a Special Development Contribution Scheme under Section 49 of the Planning and Development Act 2000-2014 to facilitate the provision of public infrastructure of this plan including pedestrian and cyclist bridges.</p> <p>Chief Executive’s Opinion</p> <p>c) A perimeter block structure is a traditional approach to built form which promotes buildings facing the surrounding streets and open spaces, creating integrated and walkable places, restricting the development of places which are enclosed and isolated from their surrounding context.</p> <p>The replacement text contained in the submission is deemed to be too prescriptive and therefore restrictive as a design principle for an LAP and would be better suited to a design statement to accompany a planning application.</p> <p>Chief Executive’s Recommendation</p> <p>c) No Change.</p>
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		<p>d) Replacement of bullet point 4 under Item 3:</p> <ul style="list-style-type: none"> A centrally located area of open space providing an area for play suitable for small children <p>With the following bullet point:</p> <ul style="list-style-type: none"> A well designed open space providing an area for play suitable for small children. The open space should have good sunlight capacity and be overlooked from adjoining homes. The open space should also be located on the green axis across the overall site linking Church Road with the canal corridor. <p>e) Replacement Figure 27 with an amended layout showing how the above amended principles can be implemented.</p>	<p>Chief Executive’s Opinion</p> <p>d) The bullet point contained in the Draft LAP advocates the provision of local overlooked open space to provide a play area for smaller children. An assessment of the quality of the open space would take place at planning application stage.</p> <p>Chief Executive’s Recommendation</p> <p>d) No Change.</p> <p>Chief Executive’s Opinion</p> <p>e) Fig 27. Indicative Layouts for Strategic Redevelopment and Regeneration sites, provides a suggested way in which the design principles contained in section 7.4.3.3 could be implemented.</p> <p>Chief Executive’s Recommendation</p> <p>e) No Change.</p>
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<p>21.</p>	<p>James and Jane Staunton</p>	<p>The submission states that it is important that car parking is maintained for the businesses and residents living in the Market Square.</p>	<p>Chief Executive’s Opinion</p> <p>There are no proposals within the Draft LAP to remove on-street car parking from the town centre.</p> <p>It is considered that policy MT13 should include provision for residential car parking.</p> <p>Chief Executive’s Recommendation</p> <p>To amend policy MT 13 as follows:</p> <p>MT 13</p> <p><i>To discourage commuter car parking within the town centre and to ensure adequate but not excessive parking provision for short-term shopping, business, residential and leisure uses (a reduction in parking provision will not generally be encouraged in the absence of appropriate alternative car parking provision).</i></p>
<p>22.</p>	<p>Pádraig McEvoy</p>	<p>The submission states that the Draft LAP and extensive public consultation has been broadly welcomed in Kilcock. Notes in particular the consolidation of zoning, strategy for car parking and pedestrian links over the railway and canal.</p> <p>The submission seeks consideration of the following points:</p> <p>a) A HGV-ban in the town centre, other than those delivering to residents and shops.</p>	<p>Chief Executive’s Opinion</p> <p>a) The issue raised is not a matter for the Draft LAP and should be addressed through a Traffic Management Plan.</p> <p>Chief Executive’s Recommendation</p> <p>a) To include a new objective in ‘Chapter 8 Connecting Infrastructure’, Section 8.1.4</p> <p>MTO 1:</p> <p>To prepare a Traffic Management Plan for Kilcock.</p>

		<p>b) States that the pressure for development to the south of the M4 in Courtown Demesne, which is isolated from the existing services in Kilcock has the potential to further weaken the future development of the town. Seeks an appropriate statement to be included in the LAP that recognises how a change to the zoning of the Kilcock Environs (Kildare County Development Plan 2011-2017) or the existing permission for Courtown Demesne, could have the potential to weaken the development of Kilcock town.</p>	<p>Chief Executive’s Opinion</p> <p>b) A large portion of the Courtown Demesne lands is zoned Z: Integrated Leisure in the Kilcock Environs of the Kildare County Development Plan 2011-2017. These lands are outside the boundary of the Draft Kilcock LAP 2015-2021. The zoning of these lands is a matter for the review of the Kildare County Development Plan and cannot be dealt with as part of the LAP process.</p> <p>Chief Executive’s Recommendation</p> <p>b) No Change.</p>
<p>23.</p>	<p>Merlon Developments</p>	<p>The submission relates to a site adjacent to the River Rye, the town centre and Ryebidge Estate and seeks to amend the zoning objective on their lands from Objective F: Open Space to Objective C: New Residential.</p> <p>The submission states that the proposed zoning will have a neutral effect on the housing allocation, as they will reduce the density on their existing adjacent site by way of a new planning application. The release of the site for residential purposes will also facilitate the completion of an overlooked linear park and pedestrian/cyclist route along the River Rye Water from Ryebidge Estate to the town centre.</p>	<p>Chief Executive’s Opinion</p> <p>The submission states that the proposed zoning will have a neutral effect on the housing allocation as a second planning application will be submitted reducing the residential density on the adjacent site.</p> <p>While there are merits in amending the zoning objective from ‘F: Open Space’ to Objective ‘C: New Residential’ most notably the provision of an overlooked pedestrian and cycle route from the Ryebidge estate to the Town Centre, the adjacent lands would have two live permissions as there is no mechanism to remove the first planning permission for 121 housing units. The original permission (Pl. Ref: 12/421) expires on 6th Oct 2017. The existence of the original permission plus the proposed residential zoning would result in significant over zoning of the LAP lands.</p>

			<p>Chief Executive's Recommendation</p> <p>No Change.</p>
24.	Kilcock and Districts Community Council	<p>The submission raises the following issues:</p> <p>a) There should be a joint LAP between Kildare and Meath County Councils for Kilcock with housing unit targets considered jointly.</p> <p>b) Small and medium sized enterprise needs to be encouraged to locate in Kilcock to provide local employment.</p>	<p>Chief Executive's Opinion</p> <p>a) Noted. Kilcock straddles the boundaries of two Local Authorities namely Kildare County Council and Meath County Council. Liaison with adjoining planning authorities is a requirement in the preparation of the LAP and the Draft LAP has been prepared in consultation with Meath County Council.</p> <p>LAPs are prepared within a statutory timeframe. Kildare County Council and Meath County Council have different timeframes which are dictated by their County Development Plans and therefore have differing timelines for their respective LAPs.</p> <p>The policies and objectives contained in the Draft LAP are aligned to the provisions of the Kilcock Environs Plan- Volume V of Variation (No.2) of the Meath County Development Plan 2013-2019.</p> <p>Chief Executive's Recommendation</p> <p>a) No Change.</p> <p>Chief Executive's Opinion</p> <p>b) 'Chapter 11 Revitalising Kilcock's Economy' contains policies and objectives to promote employment and enterprise in order to provide opportunities for Kilcock to become a self sustaining town. The Draft LAP encourages and facilitates the mixed use</p>

		<p>c) All employment opportunities shouldn't be located east of Kilcock.</p> <p>d) Consideration should be given to an incentive to reduce rates to local business.</p>	<p>regeneration of Kilcock's town core retail area.</p> <p>Chief Executive's Recommendation</p> <p>b) No Change.</p> <p>Chief Executive's Opinion</p> <p>c) Employment and enterprise land uses are provided to the south of Kilcock adjacent to the M4 as well as to the west of the town in the vicinity of the M4 interchange, providing easy access to the motorway network. The Draft LAP also encourages and facilitates the mixed use regeneration of Kilcock's town core retail area.</p> <p>Chief Executive's Recommendation</p> <p>c) No Change.</p> <p>Chief Executive's Opinion</p> <p>d) The issue of rates is not a matter for the LAP. Rates are calculated using two factors:</p> <p>Rateable valuation is set by the Valuation Office which is an independent semi-state body. The council has no control over the rateable valuation.</p> <p>The second factor - the ARV or Multiplier is reviewed as part of the annual budget process which takes into account day to day expenditure - the costs of providing services and other income (i.e. government funding and fees from services provided e.g. planning fees, parking, refuse) - the amount of deficit is then</p>
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		<p>e) The proposal to locate a key building along the Maynooth Road should be removed from the Urban Design Framework plan.</p> <p>f) It is important that new life is injected into the Market Square. The Monastery Site was highlighted as providing a poor image.</p>	<p>divided by the total value of all the rateable valuations of every premises in the County in order to provide the multiplier or ARV. This is then agreed at the December Council meeting. A reduction in rates will result in less funding to maintain and improve the infrastructure and amenities of the town.</p> <p>Chief Executive's Recommendation</p> <p>d) No Change.</p> <p>Chief Executive's Opinion</p> <p>e) Agreed.</p> <p>Chief Executive's Recommendation</p> <p>e) The key building along the Maynooth Road will be removed from the Urban Design Framework plan.</p> <p>Chief Executive's Opinion</p> <p>f) The issue raised is dealt with in 'Chapter 7 Shaping Kilcock'. This chapter contains an Urban Design Strategy and Urban Design Framework. The Urban Design Framework includes specific proposals to guide growth and manage change in the town by strengthening, consolidating and expanding Kilcock in order to create a lively, permeable town with a mix of residential, commercial, community and amenity uses.</p> <p>The Urban Design Framework seeks to enhance the physical environment of Kilcock and improve the factors that have a significant impact on the image of the town and the quality of</p>
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		<p>g) Strategic Redeployment Sites and Regeneration Areas – Building heights should be a maximum of 3 storeys.</p>	<p>the public domain. Improvements to the image of the Market Square are contained in Section 7.4.2.3 of the Draft LAP. Permission has been granted on the Monastery Site for a retail development (Pl. Ref: 13/765). This also provides for the restoration and re-use of the former school buildings fronting the Market Square and which will assist in improving the image of the Square.</p> <p>Chief Executive’s Recommendation</p> <p>f) No Change.</p> <p>Chief Executive’s Opinion</p> <p>g) The Draft LAP provides broad guiding principles to encourage and promote the redevelopment and regeneration of strategic sites and areas within and adjacent to the town centre in order to achieve a consolidated town with an intensity of development from edge to core. It is deemed too restrictive to prescribe a maximum height within the LAP. Height along with other development standards will be assessed on a case by case basis during the Development Management process, having regard to the provisions of the LAP and CDP.</p> <p>Chief Executive’s Recommendation</p> <p>g) No Change</p>
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		<p>j) Cycle lanes and footpaths should be provided from the Clane Road roundabout to the M4 interchange and along Church Street to create a walking/cycling circuit.</p> <p>k) Highlights that Meath Bridge is inadequate and requests that key infrastructure be put in place prior the delivery of any residential development on the Meath side of Kilcock.</p> <p>l) The pedestrian crossing at the Courtown Park Estate is unsafe and needs better signage and lighting.</p>	<p>i) To include a new objective in Chapter 8 Connecting Infrastructure, Section 8.1.4</p> <p>MTO 1:</p> <p>To prepare a Traffic Management Plan for Kilcock.</p> <p>Chief Executive’s Opinion</p> <p>j) Opinion No. 23(i) above applies in this instance.</p> <p>Chief Executive’s Recommendation</p> <p>j) Recommendation No. 23(i) above applies in this instance.</p> <p>Chief Executive’s Opinion</p> <p>k) The Kilcock Environs Plan- Volume V of Variation (No.2) of the Meath County Development Plan 2013-2019 provides for a new road from the Summerhill Road to the Maynooth Road on lands in Co.Meath.</p> <p>Chief Executive’s Recommendation</p> <p>k) No Change.</p> <p>Chief Executive’s Opinion</p> <p>l) Opinion No. 23(i) above applies in this instance.</p> <p>Chief Executive’s Recommendation</p> <p>l) Recommendation No. 23(i) above applies in this instance.</p>
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		<p>m) Welcomes plans to provide commuter parking and notes that there is no timeframe attached to the objective. States that all day parking must also be provided for residents and employees in the town. Pay parking should not be introduced especially when no alternative parking is available.</p> <p>n) The plan should include an objective to ensure that no thermal treatment plant will be located in Kilcock.</p> <p>o) Flooding is a major issue in Kilcock, the full effects of flooding must be understood.</p>	<p>Chief Executive’s Opinion</p> <p>m)Opinion No. 23(i) above applies in this instance.</p> <p>Chief Executive’s Recommendation</p> <p>m)Recommendation No. 23(i) above applies in this instance.</p> <p>Chief Executive’s Opinion</p> <p>n) Agreed.</p> <p>Chief Executive’s Recommendation</p> <p>n) Insert into Table 13: Land Use Zoning Matrix that a thermal treatment plant will not be permitted.</p> <p>Chief Executive’s Opinion</p> <p>o) Noted. An SFRA was carried out as part of the preparation of the LAP. The findings of the SFRA have informed the policies and objectives with regard to flood risk management as well as informing the designation of appropriate land use zonings.</p> <p>Chief Executive’s Recommendation</p> <p>o) No Change.</p>
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		<p>p) Masts and antennae should not be located close to schools and residential areas.</p>	<p>Chief Executive’s Opinion</p> <p>p) Telecommunications infrastructure is a key requirement in the local and regional economy but also in local communities in everyday life. Access to advanced information and communications infrastructure is essential to development and offers a competitive advantage in attracting economic development and inward investment. Council is mindful that the provision of telecommunications infrastructure most notably antennae can impact on schools and residential visual amenity. National Guidelines for Planning Authorities ‘Telecommunications Antennae and Support Structures’ provides assistance to planning authorities for appropriate locations of telecommunications Infrastructure.</p> <p>Chief Executive’s Recommendation</p> <p>p) To amend policy SI 46 in section 8.2.4.8 Telecommunications as follows:</p> <p><i>SI 46: To ensure that telecommunications infrastructure does not have an adverse impact on the built heritage, areas of high amenity, residential amenity and schools.</i></p>
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		<p>q) The pollution problem in the Harbour must be prioritised.</p>	<p>Chief Executive’s Opinion</p> <p>q) Council recognises that surface water drainage in Kilcock is inadequate and the practice of disposing of surface water through the combined sewerage network is unsatisfactory. Council is currently seeking to ensure the satisfactory and sustainable disposal of surface water into a separate sewer by facilitating the upgrade in infrastructure where necessary, as well as promoting sustainable urban drainage systems (SUDs). It is considered that the following policy and objective adequately address the issue raised.</p> <p>SI 19:</p> <p><i>To promote the achievement of good ecological status, good ecological potential and good chemical status for the Royal Canal and the River Rye Water in accordance with the Water Framework Directive.</i></p> <p>SIO 19:</p> <p><i>To ensure that no surface water either temporary or permanently is permitted to discharge to the canal or its feeders without written consent from Waterways Ireland.</i></p> <p>Chief Executive’s Recommendation</p> <p>q) No Change.</p>
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		<p>r) New residential development should be set back from the Royal Canal to protect its amenity.</p> <p>s) Lack of facilities is a major issue in Kilcock particularly as the population increases.</p>	<p>Chief Executive’s Opinion</p> <p>r) It is considered that the following policy adequately address the issue raised:</p> <p>GK 26:</p> <p><i>To preserve views and prospects to and from the River Rye Water and the Royal Canal and to ensure that further development along either of the water systems does not affect the quality of either the scenic viewpoint or the waterways amenity. New development adjacent to the riverside amenity area shall be restricted where such development could present a negative visual effect or negatively disrupt the vistas available.</i></p> <p>Chief Executive’s Recommendation</p> <p>r) No Change.</p> <p>Chief Executive’s Opinion</p> <p>s) The ISP for Kilcock has analysed the facilities and services in Kilcock and has a programme to address the issues raised. Planning permission has been granted for a Primary Health Care Centre and a Community Centre in the Bawnogues. There is also a plan to develop a Town Park in the Bawnogues.</p> <p>‘Chapter 13 Sustainable Neighbourhoods’ provides policies and objectives in order to ensure that Kilcock develops in a sustainable manner in terms of community facilities and services. The provision of such social facilities and services involves a number of agencies and requires an inter-agency response to ensure the timely delivery of necessary</p>
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			<p>infrastructure. Central to the delivery of social infrastructure is ensuring the optimum use of community facilities and services between neighbourhoods and communities throughout the town.</p> <p>It is considered that the following policy contained in the Draft LAP adequately addresses the issue raised.</p> <p>SN 7:</p> <p><i>To ensure that applications for significant large new developments in accordance with the Kildare County Development Plan 2011-2017 (and any subsequent plan) are accompanied by an Implementation and Phasing Programme in relation to community infrastructure, so that such facilities are provided in a timely and co-ordinated fashion.</i></p> <p>Chief Executive's Recommendation</p> <p>s) No Change.</p>
25.	Luke and Barry Comer	<p>The submission relates to Courtown Demesne and seeks to:</p> <p>a) Include the remainder of Courtown Demesne within the development boundary of the Kilcock LAP.</p>	<p>Chief Executive's Recommendation</p> <p>a) A large portion of the Courtown Demesne lands zoned 'Z: Integrated Leisure' in the Kilcock Environs of the Kildare County Development Plan 2011-2017. These lands are outside the boundary of the Draft LAP. The zoning of these lands is a matter for the review of the Kildare County Development Plan and cannot be dealt with as part of the LAP process.</p> <p>Chief Executive's Opinion</p> <p>a) No Change.</p>

		<p>b) Change the current Integrated Leisure zoning objective to T: General Development.</p>	<p>Chief Executive’s Recommendation</p> <p>b) Courtown Demesne is a strategic site and an important demesne in close proximity to the M4 interchange located within the CDP Kilcock Environs. Any zoning/ policy/objective changes should be considered as part of the CDP review.</p> <p>Chief Executive’s Recommendation</p> <p>b) No Change.</p>
<p>26.</p>	<p>Mc Garrell Reilly Group</p>	<p>The submission relates to lands adjacent to Kelly’s Bakery and requests the following amendments to section 7.4.3.3.D – Kelly’s Bakery:</p> <p>a) Replacement of the following design principles:</p> <ol style="list-style-type: none"> 1. To retain, renew and adapt the former factory buildings to create a quality town centre mixed use development. 2. To capitalise on this important example of Kilcock’s industrial heritage. <p>With the following design principles:</p> <ol style="list-style-type: none"> 1. To create a quality town centre mixed use development which may incorporate elements of the former factory buildings. 2. To appropriately acknowledge these important elements of Kilcock’s industrial heritage in redevelopment proposals for the site. 	<p>Chief Executive’s Opinion</p> <p>a) Agreed.</p> <p>Chief Executive’s Recommendation</p> <p>a) Replace Section 7.4.3.3.D – Kelly’s Bakery, Items 1 and 2 as follows:</p> <ol style="list-style-type: none"> 1. To create a quality town centre mixed use development which incorporates elements of the former factory buildings. 2. To appropriately acknowledge this important element of Kilcock’s industrial heritage in redevelopment proposals for the site.

		<p>b) To reword the following design principles:</p> <ol style="list-style-type: none"> 3. To investigate the viability of retaining elements of the To develop Kelly's Bakery site into a collection of to provide for speciality shops, design studios and incubator units. 4. To provide a two to three storey building with active frontages on the ground floor level and residential and/or commercial development on the upper floor with independent street access on the corner of Market Square and New Road. 	<p>Chief Executive's Opinion</p> <p>b) It is considered that wording Item 3:</p> <p><i>To develop Kelly's Bakery site into a collection of speciality shops, design studios and incubator units.</i></p> <p>Will allow the Kelly's Bakery site to develop in a sustainable manner and will be a positive addition to the town centre of Kilcock.</p> <p>It is deemed too restrictive to prescribe a maximum height within the LAP. Height along with other development standards will be assessed on a case by case basis during the Development Management process, having regard to the provisions of the LAP and CDP.</p> <p>Chief Executive's Recommendation</p> <p>b) Amend the following design principle:</p> <p><i>To provide a two-storey building with active frontages an active frontage building on the ground floor level and residential and/or commercial development on the upper floor with independent street access on the corner of Market Square and New Road.</i></p>
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		<p>c) To amend figure 27 to omit the new street pattern indicated, which is dictated by the existing footprint of the factory building which is unlikely to be retained, and identify that retail development is focused onto the Square, New Road and the Maynooth Road.</p>	<p>Chief Executive’s Opinion</p> <p>c) Fig 27. Indicative Layouts for Strategic Redevelopment and Regeneration Sites, provides a suggested way in which the design principles contained in section 7.4.3.3. D – Kellys Bakery could be implemented; a key requirement is the provision of a built edge facing streets.</p> <p>Chief Executive’s Recommendation</p> <p>c) No Change.</p>
27.	Fintan Field	<p>The submission relates to lands adjacent to the Bawnogues and Brayton Park. The submission objects to the zoning of the site ‘C: New Residential’ and ‘E1: Community and Educational’ for the following reasons:</p> <ul style="list-style-type: none"> • Duplication of school campus with Meath County Council adopted objectives. • Inadequacy of lands zoned for residential development and states that site 1 of table 10 has been measured incorrectly. • Seeks to allocate the lands zoned E1 on pro-rata basis with the landowners of the site 1 of table 10. • Seeks to change the zoning objective from E1: Community and Educational to C: New Residential. 	<p>Chief Executive’s Opinion</p> <p>This site along with lands identified in submission no.27 were zoned ‘Masterplan X and Y’ in the 2009 Kilcock LAP. The zoning contained a specific objective to reserve a 15 acre site within these lands for an education campus.</p> <p>Currently the population of Kilcock is served by three primary schools and one post primary school. Submission no.11 from the Department of Education and Skills states that based on the housing unit target, the plan would require an additional primary school and post primary school and notes that the LAP has 2 sites reserved for school provision, a 3 acre site for primary school and a 12 acre site for post-primary school. The submission states that these site reservations should be remain.</p> <p>It is considered that following policy sets out the selection criteria for school sites:</p> <p>SN 10:</p> <p><i>To seek to reserve lands for educational purposes close to the areas</i></p>

			<p><i>of greatest residential expansion and adjacent to community facilities such as sports facilities and community centres so that the possibility of sharing facilities can be maximised in accordance with the Department of Education and Skills and the Department of Environment, Community and Local Government's Joint Code of Practice 2008.</i></p> <p>Meath County Council has reserved a school site to cater for the projected population growth within the County Meath jurisdiction of Kilcock. Reserved sites for education purposes are therefore required both within the Kildare and Meath areas of Kilcock.</p> <p>Section 12.4.1 and Table 8 of the Draft LAP sets out the 2021 housing unit target for Kilcock as 1,061 units. This unit target figure takes account residential units built from 2006 (census data baseline) to 2015, as well as un-built units with valid planning permission, including unfinished estates and is in line with the projected unit target for the town as set out in the core strategy of the Kildare County Development Plan 2011-2017. The quantum of lands required to meet the 1,061 unit target ranges from 35–42 ha depending on the average densities used. Currently in Kilcock there is 40 ha of zoned land which remains undeveloped and uncommitted with the potential to deliver 1,128 units. The lands pertaining to this submission form part of the lands referenced as Site 1 in Table 10 – Unit Potential Undeveloped Residentially Zoned Lands. Site 1 has a stated area of 23ha. This figure does not include the 4.8ha (12 acre) reserved site for the post primary school or the 90 metre set back from the M4, therefore at 30 units per ha, Site 1 has the potential to deliver 690 residential units.</p> <p>It has been a long standing objective to locate a school site in this</p>
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			<p>area. The Kilcock LAP 2009 contained an objective to provide a 15 acre school campus on this site. The Draft LAP has reduced the size of the school site to 12 acres to provide for a post primary school, allowing for residential development on the remainder of the lands.</p> <p>It is considered appropriate to retain the zoning contained in the Draft Kilcock LAP 2015-2021 on the subject site.</p> <p>Chief Executive's Recommendation</p> <p>No Change.</p>
28.	Frank Ryan	<p>The submission relates to lands adjacent to the Bawnogues and Brayton Park. The submission objects to the zoning of the site 'C: New Residential' and 'E1: Community and Educational' for the following reasons:</p> <ul style="list-style-type: none"> • Duplication of school campus with Meath County Council adopted objectives. • Inadequacy of lands zoned for residential development and states that site 1 of table 10 has been measured incorrectly. • Seeks to allocate the lands zoned E1 on pro-rata basis with the landowners of the site 1 of table 10. <p>Seeks to change the zoning objective from E1: Community and Educational to C: New Residential.</p>	<p>Chief Executive's Opinion</p> <p>Opinion no.26 applies in this instance.</p> <p>Chief Executive's Recommendation</p> <p>Recommendation no.26 applies in this instance.</p>

<p>29.</p>	<p>Glengolden Builders Ltd.</p>	<p>The submission relates to a site adjacent to the Garda Station on Church Street. Requests that the site retains its 'A: Town Centre' zoning objective from the Kilcock LAP 2009 and objects to the proposed change to 'B: Existing Residential' and Infill in the Kilcock Draft Local Area Plan 2015-2021.</p> <p>The submission notes that the site is subject to an existing permission for a mixed use development due to expire 2017.</p>	<p>Chief Executive's Opinion</p> <p>Kilcock's town centre, in particular the core retail area, is in a state of decline. The previous town centre zoning extended along Church Street and to lands south of the Royal Canal. As a result purpose built retail units have been constructed along Church Street in locations separated from the town core area by existing residential developments. Parallel to this vacancy rates in the town core area have accelerated, in particular along New Road, Market Square, Harbour Street and Bridge Street. It is therefore deemed appropriate to reduce the area of 'Town Centre' zoning as a mechanism to ensure that any future retail provision will occur in the vicinity of retail core area by occupying vacant shop units and through the redevelopment of brownfield and backland sites at the core of the town.</p> <p>The existing planning permission on the site will not be affected by the change in zoning. However if the planning permission for the mixed use development expires without being developed any future development proposals for the lands will be assessed in the context of the prevailing CDP, LAP, national and regional policies and guidelines, including the relevant zoning of the lands.</p> <p>Chief Executive's Recommendation</p> <p>No Change.</p>
<p>30.</p>	<p>Irish Water</p>	<p>Supports the policies and objectives for water serviced contained in the Draft Kilcock LAP 2015-</p>	<p>Chief Executive's Opinion</p> <p>Noted.</p>

		2021.	<p>Chief Executive's Recommendation</p> <p>No Change.</p>
31.	Kilcock Community Network	<p>a) Seeks to inclusion of the following statement in the LAP:</p> <p>The delivery of any future housing and commercial development in Kilcock and its environs is tied directly to contribution specific goals to match delivery of targeted social and amenity provision in Kilcock.</p> <p>b) Requests that no new residential zoning occurs to the south of the M4 until existing residentially zoned lands to the north of the M4 have been developed.</p>	<p>Chief Executive's Opinion</p> <p>a) Kildare County Council has a Capital Works Programme funded by development contributions and Local Property Tax. All works to be undertaken are included in the Capital Works Budget which is brought before the Elected Members for consideration.</p> <p>It is considered appropriate to create a special development contribution scheme in Kilcock to generate funding to provide pedestrian and cyclist bridges over the Royal Canal and railway line.</p> <p>Chief Executive's Recommendation</p> <p>a) To investigate the making of a Special Development Contribution Scheme under Section 49 of the Planning and Development Act 2000-2014 to facilitate the provision of public infrastructure of this plan including pedestrian and cyclist bridges.</p> <p>Chief Executive's Opinion</p> <p>b) Section 12.4.1 and Table 8 of the Draft LAP sets out the 2021 housing unit target for Kilcock as 1,061 units. It is considered that adequate residential lands have been zoned to cater for this projected population growth during the lifetime of the LAP in accordance with statutory national, regional and county targets and forecasts.</p>

		<p>c) States that the sale of car parking spaces by residents should not be permitted and requests that Kildare County Council acquires lands for a park and ride.</p>	<p>A large portion of the Courtown Demesne lands zoned 'Z: Integrated Leisure' in the Kilcock Environs of the Kildare County Development Plan 2011-2017 south of the M4. These lands are outside the boundary of the Draft LAP. The zoning of these lands is a matter for the review of the Kildare County Development Plan and cannot be dealt with as part of the LAP process.</p> <p>Chief Executive's Recommendation</p> <p>b) No Change.</p> <p>Chief Executive's Recommendation</p> <p>c) It is not a matter for the LAP to regulate against the sale of car parking spaces.</p> <p>Lands have been zoned 'J: Transport and Utilities' and contain a specific objective to provide additional car parking for the train station. It is also a specific objective of the LAP to provide a 'park and ride' facility on lands zoned 'H: Office, Light Industry and Warehousing'.</p> <p>MTO 20</p> <p><i>To identify a suitable and appropriate new location for commuter car parking providing easy access to public transport infrastructure.</i></p> <p>It is not a matter for the LAP to acquire sites for development.</p>
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		<p>d) Charge to be placed on derelict building and a mandatory construction engineers report should be required to ensure that buildings are not a danger to the public.</p> <p>e) Request a bus terminus.</p> <p>f) Roads and footpaths are unsafe and requests that tarmacadam not to be used as a</p>	<p>Chief Executive’s Recommendation</p> <p>c) No Change</p> <p>Chief Executive’s Recommendation</p> <p>d) This issue is not a matter for the LAP. The Council’s Environment Department maintains a derelict sites register to ensure public safety.</p> <p>Chief Executive’s Recommendation</p> <p>d) No Change.</p> <p>Chief Executive’s Opinion</p> <p>e) The provision of additional bus services and stops is a matter for the National Transport Authority (NTA). The provision of bus shelters is at present undertaken by the bus services providers. Section 19.11.7 of the Kildare County Development Plan 2011-2017 sets out standards on the design of any proposed bus shelters.</p> <p>Chief Executive’s Recommendation</p> <p>e) No Change.</p> <p>Chief Executive’s Opinion</p> <p>f) The specific issues raised are not a matter for the LAP and should be addressed through the detailed design process for</p>
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		<p>construction material for footpaths.</p> <p>g) That the memorial stone be relocated to the centre of the Fairgreen.</p> <p>h) Some commercial, residential and other facilities close their car parks even through their planning permissions require them to provide on-site car parking. Requests a survey of private car parks in Kilcock.</p>	<p>improvement works, ongoing maintenance works by the Municipal District Engineer.</p> <p>Chief Executive's Recommendation</p> <p>f) No change. Refer submission to Municipal District Engineer for information re: road maintenance issues.</p> <p>Chief Executive's Opinion</p> <p>g) Agreed. Amend objective SKO 19, 'Chapter 7 Shaping Kilcock' to allow for the relocation of the memorial stone as part of any public realm works undertaken at the Fairgreen.</p> <p>Chief Executive's Recommendation</p> <p>g) To amend objective SKO 19 as follows: To improve the public realm of the Fairgreen, improvement works to include the relocation of the 1798 Fairgreen memorial stone to a more prominent position.</p> <p>Chief Executive's Opinion</p> <p>h) The issues raised are not a matter for the Draft LAP and would be more readily addressed through a Traffic Management Plan.</p> <p>Chief Executive's Recommendation</p> <p>h) To include a new objective in 'Chapter 8 Connecting Infrastructure', Section 8.1.4.</p> <p>MTO 1:</p>
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		<p>i) Welcomes the proposed pedestrian and cycling links over the railway and Royal Canal contained in the Draft Plan.</p> <p>j) States that the zoning of the site as 'A: Town Centre' 800m along Church Street in the 2009 Kilcock LAP is inappropriate.</p> <p>k) Requests that the proposed new integrated design of the Bawnogues amenity lands be included in the Kilcock LAP.</p>	<p style="color: red;">To prepare a Traffic Management Plan for Kilcock.</p> <p>Chief Executive's Opinion</p> <p>i) Noted.</p> <p>Chief Executive's Recommendation</p> <p>i) No Change.</p> <p>Chief Executive's Opinion</p> <p>j) The zoning for this site has been changed from 'A:Town Centre' to 'C: New Residential' in the Draft LAP. The site is separated from the Town Centre area by a number of existing residential developments. It is therefore considered that the zoning objective 'C1: New Residential' is a more appropriate land use for the site.</p> <p>Chief Executive's Recommendation</p> <p>j) No Change.</p> <p>Chief Executive's Opinion</p> <p>k) The lands at the Bawnogues are zoned for recreational use and are currently the subject of a Part 8 application for a Community Centre. Once constructed the layout of the site will be reflected in mapping for the area. It is deemed that the following objective contained in the plan adequately addresses the issue</p>
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		<p>I) Apartment developments should be set back from the canal to preserve to view of Shaw Bridge.</p>	<p>raised.</p> <p>GKO 7</p> <p><i>To develop a town park at the Bawnogues for the entire community of Kilcock.</i></p> <p>Chief Executive's Recommendation</p> <p>k) No Change</p> <p>Chief Executive's Opinion</p> <p>I) It is considered that the following policy contained in the LAP adequately address the issue raised:</p> <p>GK 26:</p> <p><i>To preserve views and prospects to and from the River Rye Water and the Royal Canal and to ensure that further development along either of the water systems does not affect the quality of either the scenic viewpoint or the waterways amenity. New development adjacent to the riverside amenity area shall be restricted where such development could present a negative visual effect or negatively disrupt the vistas available.</i></p> <p>Chief Executive's Recommendation</p> <p>I) No Change</p>
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		<p>m)The maximum allowable building height should be 3 storeys.</p> <p>n) Kildare County Council should provide special incentives to improve the local economy in Kilcock.</p>	<p>Chief Executive’s Opinion</p> <p>m) The Draft LAP provides broad guiding principles to encourage and promote the redevelopment and regeneration of strategic sites and areas within and adjacent to the town centre in order to achieve a consolidated town with an intensity of development from edge to core. It is deemed to be too restrictive to prescribe a maximum height within the LAP. Height along with other development standards will be assessed on a case by case basis during the Development Management process.</p> <p>Chief Executive’s Recommendation</p> <p>m) No Change.</p> <p>Chief Executive’s Opinion</p> <p>n) Chapter 11 Revitalising Kilcock’s Economy contains policies and objectives to promote employment and enterprise in order to provide opportunities for Kilcock to become a self sustaining town. The Draft LAP in particular Chapter 7 Shaping Kilcock encourages and facilitates the mixed use regeneration of Kilcock’s town core retail area.</p> <p>Chief Executive’s Recommendation</p> <p>n) No Change.</p>
32.	Michael O’Connor	The submission seeks the rezoning of a site adjacent to the railway station from ‘B: Existing Residential’ to ‘H: Light Industry and Warehousing’.	<p>Chief Executive’s Opinion</p> <p>The zoning objective ‘H:Office, Light Industry and Warehousing’ is not an appropriate land use zoning adjacent to existing residential</p>

			<p>uses and would significant affects on the residential amenity of adjoining dwellings. Section 14.2 Zoning Matrix, Non-Conforming Uses states that where existing established uses that are inconsistent with the primary zoning objective which were legally established by continuous use for the same purpose prior to 1st October 1964 or by a planning permission, will not be subject to legal proceedings under the Act in respect of their continued use. Where extensions or improvements of premises accommodating these uses are proposed each shall be considered on its merits in accordance with the proper planning and sustainable development of the area.</p> <p>Chief Executive’s Recommendation</p> <p>Amend Zoning Objective ‘H: Office, Light Industry and Warehousing’ to ‘H: Office, Light-Industry and Warehousing’</p> <p>Table 13: ‘Land Use Zoning Matrix’ and include Garages, panel beating and car repairs as open to consideration on lands zoned ‘H: office, Industry and Warehousing’.</p>
<p>33.</p>	<p>Department of Arts, Heritage and the Gaeltacht</p>	<p>a) States that reference should be made to National Monuments Acts and the European Convention on the Protection of the Archaeological Heritage (Valetta, 1992) in Chapter 2 Statutory Context and relevant Policy Documents.</p>	<p>Chief Executive’s Opinion</p> <p>a) Agreed.</p> <p>Chief Executive’s Recommendation</p> <p>a) Insert new paragraphs into ‘Chapter 2 Statutory Context and relevant Policy Documents’ regarding the National Monuments Acts and the European Convention on the Protection of the Archaeological Heritage (Valetta, 1992).</p>

		<p>b) Map 10: Built Heritage is difficult to read and should be redrawn.</p> <p>c) Requests that a geo-physical survey supplemented if necessary with licensed archaeological testing be undertaken in advance of Land Use Zoning R – Commercial Retail. This zoning is large in scale and close to the historic core and River Rye Water.</p> <p>d) States that text on page 94 of the Draft LAP <i>"River walks and cycleways where appropriate, can be developed in the riparian zone if sensitively designed and implemented in consultation with Inland Fisheries Ireland"</i> may result in the development of inappropriate cycleways etc. The submission recommends a review of the publication "Planning for watercourses in the urban environment".</p>	<p>Chief Executive's Opinion</p> <p>b) Agreed.</p> <p>Chief Executive's Recommendation</p> <p>b) Map 10 will be provided at a larger scale.</p> <p>Chief Executive's Opinion</p> <p>c) This issue refers to lands zoned in the Kilcock Environs Plan- Volume V of Variation (No.2) of the Meath County Development Plan 2013-2019.</p> <p>Chief Executive's Recommendation</p> <p>c) An amended Land Use Zoning Map will be provided with a clearer delineation of adjoining statutory land use plans.</p> <p>Chief Executive's Opinion</p> <p>d) Agreed.</p> <p>Chief Executive's Recommendation</p> <p>d) Amend text on pg 94 of the Draft LAP as follows: <i>'River walks and cycleways, where appropriate, can be developed in the riparian zone if sensitively designed and implemented in consultation with Inland Fisheries Ireland. Regard should be had to the Inland Fisheries Ireland's publication "Planning for watercourses in an urban environment". If appropriately managed the creation and/or enhancement of riparian buffer zones is recommended as they create habitats necessary for fish and other</i></p>
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			<i>aquatic life, filter out pollutants and sediments from overland surface runoff, provide significant amenity and recreational value and enhance flood alleviation.'</i>
34.	Michael O'Connor	The submission seeks the rezoning of a site adjacent to the railway station from 'B: Existing Residential' to 'H: Light Industry and Warehousing'.	<p>Chief Executive's Opinion</p> <p>Opinion no.32 applies in this instance.</p> <p>Chief Executive's Recommendation</p> <p>Recommendation no.32 applies in this instance.</p>
35.	Brian Connaughton	<p>a) The submission seeks the rezoning of a 2.7 ha site along the Branganstown Road from 'I: Agriculture' to 'C: New Residential'. An argument is made that by reducing the residential density to 25 units per ha on Site 1 of Table 10 – 'Unit Potential Undeveloped residentially Zoned Land' results in the site potentially accommodating the shortfall of residential units.</p>	<p>Chief Executive's Opinion</p> <p>a) The lands pertaining to this submission are currently zoned 'I: Agriculture'.</p> <p>Section 12.4.1 and Table 8 of the Draft LAP sets out the 2021 housing unit target for Kilcock as 1,061 units. This unit target figure takes account residential units built from 2006 (census data baseline) to 2015, as well as un-built units with valid planning permission, including unfinished estates and is in line with the projected unit target for the town as set out in the core strategy of the Kildare County Development Plan 2011-2017. The quantum of lands required to meet the 1,061 unit target ranges from 35–42 ha depending on the average densities used. Currently in Kilcock there is 40 ha of zoned land with remains undeveloped and uncommitted with the potential to deliver 1,128 units. 67 units over and above the unit target of 1,061 is considered an acceptable amount of overzoning.</p>

		<p>b) The submission also states that MTO 23 has been omitted from Fig 29 – Indicative Layouts for Branganstown and Fig 30 – Indicative Overall Masterplan for Kilcock.</p>	<p>The Draft LAP does not provide any additional zoned land in excess of the 2009 Kilcock Local Area Plan. Decreasing residential densities to 25 per hectare on Site 1 of Table 10 would result in over-zoning of residential lands within the LAP boundary plan of 117 units.</p> <p>Meath County Council has 74.9 ha of zoned lands in the Kilcock environs LAP contained in the Meath County Development Plan 2009-2015 to be delivered on a phased basis. Phase 1 provides for 398 units on 11.4 ha.</p> <p>It is also considered that the densities contained in the Draft LAP are consistent with Local Area Plan Guidelines for Local Authorities and the Guidelines for Residential Development. The proposed residential zoning would result in significant over zoning of residential lands within Kilcock. It is therefore considered appropriate to retain the 'I: Agriculture' zoning on the subject site.</p> <p>Chief Executive's Recommendation</p> <p>a) No Change.</p> <p>Chief Executive's Opinion</p> <p>b) Noted.</p> <p>Chief Executive's Recommendation</p> <p>c) Amend figures 29 and 30 to comply with objective MTO 23.</p>
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