

# Kildare Town Local Area Plan 2019-2025

Report on submissions and observations received during the  
pre-draft consultation stage



Planning and Strategic Development Department  
Kildare County Council  
December 2018



**Table of Contents**

1.0 Introduction..... 3

2.0 Overview of Pre-draft Consultation Stage ..... 3

3.0 Submissions and Observations Received and a Summary of the Issues..... 4

    3.1 Submissions and Observations Received..... 4

    3.2 Issues Arising for the Various Themes..... 5

4.0 Conclusion..... 13

5.0 Next Steps..... 13

Appendix I - Submissions received and a summary of the issues raised..... 15

Table 1- Persons/Organisations who made Submissions/Observations ..... 5

Table 2- Frequency of Themes Raised in Submissions/Observations ..... 6

Figure 1 - Percentage of Themes..... 6

Figure 2 - Key Stages and Timelines in the preparation of the LAP ..... 14

## 1.0 Introduction

Kildare County Council has commenced work on preparing a new local area plan (LAP) for Kildare Town. The new plan is intended to cover the period 2019-2025 and will be guided by national and regional planning policy and shall be consistent with the Kildare County Development Plan 2017-2023 (as may be varied) and the emerging Regional Spatial and Economic Strategy (RSES). The LAP will play a key role in achieving the objectives contained in the Kildare County Development Plan.

Guidelines for preparing local area plans and the companion document Manual for Local Area Plans were issued by the Department of Environment, Community and Local Government in 2013 and planning authorities must have regard to these documents during the local area plan preparation process. The Guidelines state that local area plans are the level of forward planning closest to local communities. They place an emphasis on the need for the local community to be involved in the plan preparation process to ensure the plan is based on effective public participation and consultation. They also highlight that the locally elected members are a critical element as the democratically elected representatives of the local community.<sup>1</sup> The purpose of this report is to summarise the submissions/observations received during the pre-draft public consultation process carried out prior to the preparation of the draft LAP.

## 2.0 Overview of Pre-draft Consultation Stage

Section 20(1) of the Planning and Development Act 2000 (as amended) states that;

*“A planning authority shall take whatever steps it considers necessary to consult the Minister and the public before preparing, amending or revoking a local area plan including consultations with any local residents, public sector agencies, non-governmental agencies, local community groups and commercial and business interests within the area.”*

Having regard to the above, a pre-draft consultation was carried out in order to gain an understanding of the key issues which the local community, public sector agencies, non-governmental agencies and commercial and business interests, consider important for Kildare Town.

A Pre-draft Public Consultation Issues Paper was prepared for the Kildare Town Local Area Plan 2019-2025 identifying possible key issues. A notice was published in The Nationalist on the 21<sup>st</sup> August 2018 notifying the public of the Council's intention to make a local area plan for Kildare Town and inviting submissions over a period of 4 weeks from 21<sup>st</sup> August 2018 to 17<sup>th</sup> September 2018. Groups registered with the Kildare Public Participation Network in the Kildare Town area and a number of stakeholders, were notified of the consultation and received a copy of the Issues Paper. The notice and Issues Paper was also referred to the Prescribed Bodies as listed in the Planning and Development Regulations 2001 (as amended). The Issues Papers was also available for viewing at the following locations:

---

<sup>1</sup> Local Area Plans: Guidelines for Planning Authorities (2013, p24).

- Public Counter, Planning Department, Kildare County Council, Áras Chill Dara, Devoy Park, Naas;
- Post Office, Claregate Street, Kildare Town;
- Heritage Centre, Market Square, Kildare Town;
- Solas Bhríde Centre, Tully Road, Kildare Town;
- Áras Bhríde Parish Centre, Bride Street, Kildare Town;
- Public Library, Claregate Street, Kildare Town.

The Issues Paper was also published on the Council's website, where there was a facility to make submissions online.

An informal public consultation event was held on Tuesday 4<sup>th</sup> September between 3pm – 7.30pm in Áras Bhríde, Parish Centre. This event was attended by approximately 86 people. Social media (Facebook and Twitter) were used as a mechanism in spreading awareness of the pre-draft consultation stage and the public consultation event along with posters located at various places throughout the town.

### **3.0 Submissions and Observations Received and a Summary of the Issues**

#### **3.1 Submissions and Observations Received**

During the public consultation period a total of 48 submissions and observations were received. One submission was received after the closing date and this was not considered. The list of persons, prescribed bodies, groups and stakeholders who made submissions is listed in Table 1. A summary of the individual submissions is listed in Appendix 1 of this report. Kildare County Council would like to take the opportunity to thank those who attended the public consultation event along with all those who made written submissions.

**Table 1- Persons/Organisations who made Submissions/Observations**

1	National Transport Authority (NTA)	25	St. Brigid's Primary School, Parents Association
2	Transport Infrastructure Ireland (TII)	26	Terry Hennessy
3	Environmental Protection Agency (EPA)	27	Value Retail Dublin Ltd
4	An Taisce	28	Soreze Developments Ltd.
5	DAA	29	Adrian O'Connor
6	Northern and Western Regional Assembly	30	Teresa Loughman
7	Cllr. Suzanne Doyle	31	Ciara Loughman
8	Bogdan Bartoszewski	32	Suzanne Loughman
9	Carol Morrin	33	Bernadette Nolan of Kildare Town Swimming Pool Committee
10	Charlie Bergin	34	Declan Crowe
11	Thomas Simpson (Administrator of the Estate of P.J. Burke)	35	Round Towers G.A.A.
12	Daniel Meaney	36	St. Brigid's Primary School Kildare Town
13	Grey Abbey Conservation Project	37	Damien Costello (MOF Construction Ltd.)
14	Cill Dara Primary Care Ltd.	38	Kildare Chamber of Commerce
15	Jan Hennessy	39	Kildare Tourism Enterprise Centre Limited
16	Columbia Estates Management (I.E.) Limited & Lonadale Limited	40	Joan Conlan
17	Justin Blennerhasset	41	Cian and Stephen Conlan
18	Kildare Athletic Club	42	Cian and Stephen Conlon
19	Kildare Town Educate Together National School	43	RSR Kildare (Ireland) Ltd.
20	Louis Hennessy	44	Makros Limited
21	Noel Geoghegan	45	Dominic McGinley
22	Racing Academy (RACE)	46	Maurice Meaney
23	RGDATA	47	The Irish National Stud Designated Activity Company
24	Equitas Properties	48	Meath County Council

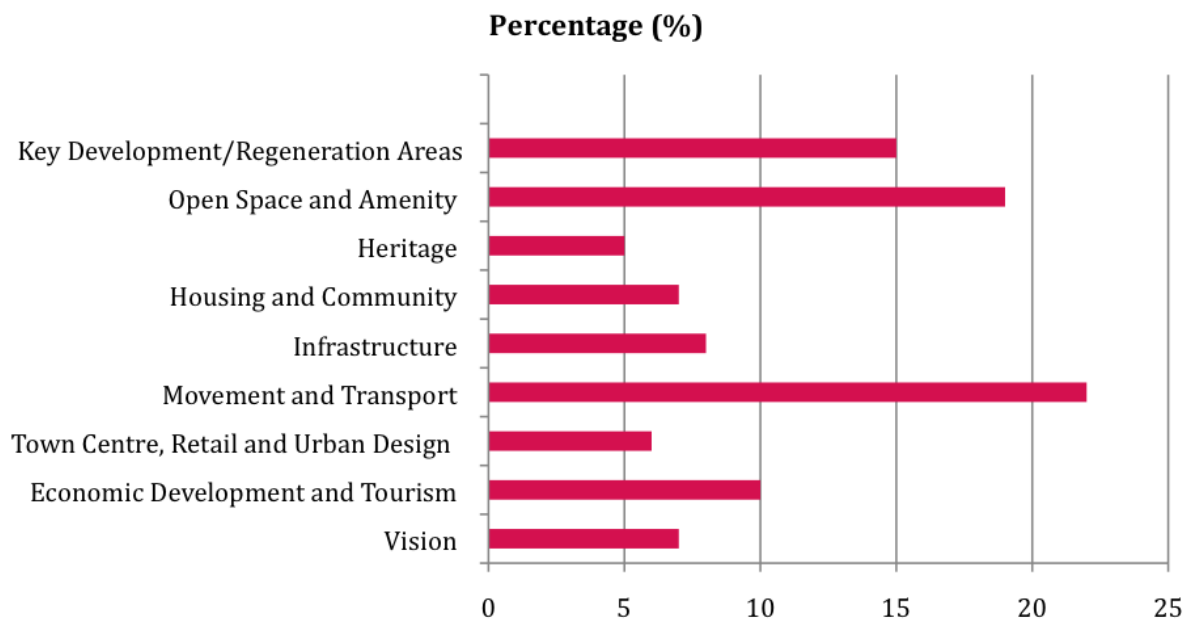
### 3.2 Issues Arising for the Various Themes

There are a number of recurring planning related issues raised in the submissions and these have been grouped together, where appropriate, for the purpose of addressing the various themes arising. The following table represents the frequency of the topics referred to; it should be noted that a submission may address multiple themes. This means that in the following table percentages will not sum to 100%.

**Table 2- Frequency of Themes Raised in Submissions/Observations**

<b>Theme</b>	<b>Number</b>
Vision	<b>7</b>
Economic Development and Tourism	<b>10</b>
Town Centre, Retail and Urban Design	<b>6</b>
Movement and Transport	<b>21</b>
Infrastructure	<b>8</b>
Housing and Community	<b>7</b>
Heritage	<b>5</b>
Open Space and Amenity	<b>18</b>
Key Development /Regeneration Areas	<b>15</b>

**Figure 1 – Themes Raised in Submissions %**



## **Vision**

A number of submissions refer to what the local area plan should focus on as an overall vision for the town. Tourism, as a vision is raised in a number of submissions. It is believed that the local area plan should focus on capitalising on the town becoming an important tourism destination. One submission states that the vision for the town should be to relocate the Tourism Hub (as indicated in the Kildare Town Local Area Plan 2012-2018) into the town, rather than the countryside. It is stated that this could form a tourism gateway entrance with a significant hotel and tourism retail development, with an associated active leisure/lifestyle concept.

One submission contended the overall vision should focus on strategic economic development rather than town centre improvement. Another submission stated that there is a need to focus on local businesses in the centre of the town and people living over shops and offices. The further expansion of Kildare Village Outlet Centre is also seen as a focus of the overall vision.

One submission makes reference to how the overall local area plan should be developed as a 'concise document having clarity and simplicity', and states that 'flexibility in the plan evidenced both in vagueness and by 'let-out' clauses, causes interpretation problems'. This submission also makes reference to how the local area plan must be consistent with the core strategy and the emerging RSES and an evidenced based approach to land-use zoning is required. Another submission states well located development at appropriate densities which capitalise on the efficiencies provided by existing infrastructure should be the vision.

## **Response to Issues Raised**

The Council in the preparation of the Draft LAP will devise a vision for Kildare Town based on its strengths, which will form the basis for the Development Strategy for the overall plan area. Greater emphasis will be placed on compact growth and regeneration of town centre sites which is line with National Planning Framework and will be carried through in the forthcoming LAP.

## **Economic Development and Tourism**

A number of submissions put forward ideas to expand and enhance the tourism product within the town, such as; the creation of a boardwalk at St. Bridget's wells as a meditative loop/pilgrimage walk or an extension to the Slí na Sláinte, the provision of coach parking, signage linking tourism elements, improvement of linkages for heritage sites, a cycle rental project, develop a projects committee for festivals, promote the development of St. Brigid's Cathedral as a focal point in the Ancient East package and the development of a Military History Museum in the town centre.

A need for additional bed-spaces for tourists was indicated in a number of submissions. It is stated that the lack of overnight bed space in the area has a serious limiting factor in attracting people for longer visits. It has also been stated that Kildare Village and

Japanese Gardens do not benefit the town enough as the motorway diverts traffic away from the town.

Emphasis was placed on creating a town that is inviting for business and their employees. Magee Barracks was indicated as a suitable location for commercial development given its proximity to the train station. A number of submissions put forward ideas to expand the economic base such as a farmers market, building a creative hub for local artists, exhibitions, and the creation of a dedicated location for hot-desking.

### **Response to Issues Raised**

While a land-use plan has no direct role in creating jobs or bringing employers to a town, it can set out objectives to facilitate this aim, ensure that sufficient zoned land for employment and enterprise related development is available in sustainable locations and that services are in place/promoted. An Economic Development Strategy will be prepared as part of the LAP which will be guided by the Local Economic and Community Plan (LECP) and the town's role as a Secondary Economic Growth Centre in the Hierarchy of Employment Areas of the Kildare County Development Plan 2017-2023.

### **Town Centre and Public Realm**

Submissions suggest that the vision for the town centre should be to provide complementary retail offerings (to what is offered in neighbouring towns, such as; crafts and antiques). Emphasis is also placed on protecting the hospitality sector within the town centre and that developments at the edge of centre should not undermine the primacy of the town centre and in particular the delivery of food offerings. One submission references the potential of supermarket shopping to drive footfall and that suitable sites should be identified in the LAP and restricted elsewhere. Another submission states that the Council should take an active role in site assembly for new retail development on brownfield and infill sites, including using CPO powers where necessary to provide for the sensitive revitalisation of the town centre.

Regeneration of key sites in the town centre in particular back lands and brownfield sites is mentioned along with another submission urging that vacant sites should be investigated. It has also been suggested that incentives should be provided for businesses as there are so many shop units empty. Another submission suggests that a policy should be created to get more people back living in the town centre by looking at vacant shops/buildings and how they can be reused as either a single residential unit or the upper floors converted into residential space.

Two submissions refer to the Kildare Town Renewal Plan currently being prepared and that it should be incorporated into the LAP. Another submission requests improvements to the public realm of the town. Particular town centre improvements were also noted such as delivering cabling in the least obtrusive manner, a distinctive colour denoting the ground of the town centre, more public bins, art installations associated with equine or military, a fit for purpose market at the market square, the local authority yard to be



relocated to a less sensitive area and improvements to the permeability and accessibility links to the town centre.

### **Response to Issues Raised**

The LAP will zone sufficient land within the town centre to provide for a multitude of appropriate town centre uses. In terms of the town's retail provision, the Draft LAP will have regard to 'Chapter 9: Retail' of the Kildare County Development Plan 2017-2023 and the Guidelines for Planning Authorities: Retail Planning (2012) published by the Department of Environment, Community and Local Government when drafting retail objectives. The LAP will endeavour to promote and protect the Core Retail Area as illustrated on Map V1-9.9 of the Kildare County Development Plan 2017-2023. The Council will also seek to provide linkages between the Kildare Town Centre and the Kildare Village Outlet Centre.

Urban regeneration is a key component of the Project Ireland 2040: National Planning Framework to achieve compact growth and this LAP will place significant emphasis on the redevelopment of brownfield sites within the town centre. The Council is also proactive in pursuing, vacant sites and the application of the vacant site levy under the Regeneration and Housing Act 2015 and using its powers under the Derelict Sites Act 1990 (as amended).

Regarding the conversion of vacant shops/buildings there have been revisions to exempted development under the Planning and Development (Amendment) (No. 2) Regulations 2018. Conversion of commercial to residential use can now be carried out, subject to conditions and limitations. This measure is intended to address the housing crisis by using existing buildings that have been vacant for a period of two years or more.

In the preparation of the LAP the Council will take cognisance of the Kildare Town Renewal Plan, where the key objective will be the delivery of high quality pedestrian focused public space and liveable streets. It is intended that the renewal plan will also incorporate a bespoke materials palette for both hard landscaping (footpaths) and street furniture in order to minimise street clutter and achieve a coherent and attractive town centre.

### **Infrastructure**

A number of people who made submissions have concerns over the lack of social infrastructure in the town to cater for the existing population and any future population. It is stated that the existing post-primary school is at capacity and that there is an insufficient number of doctors for the current population. It is stated that further school sites need to be identified along with the delivery of pre-school facilities.

### **Response to Issues Raised**

A Social Infrastructure Audit (SIA) will be carried out to examine and analyse the accessibility and capacity of existing social infrastructure facilities in Kildare Town, to determine future requirements and make recommendations on priority areas for future

investment. The preparation of the LAP will also involve consultation with the Department of Education and Skills and the existing schools in the area to ascertain their requirements for the plan period and beyond. The Council will have regard to the criteria specified in the Childcare Facilities for Planning Authorities 2001, (DEHLG) and any updated policy guidance regarding the provision of childcare and early year's education facilities. Through appropriate land use zoning the LAP will facilitate the integration of appropriate healthcare facilities within new and existing communities.

### **Movement and Transport**

Submissions were received from both the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) setting out the strategic context of Kildare Town and the need for adherence to the national policy guidance. An Taisce also made reference to national guidance documents in its submission. The TII identifies that recent Traffic and Transport Assessments (TTAs) which formed part of recent planning applications identified future year capacity constraints at the junction of the M7 and R415. An Taisce recommends that a Strategic Transport Assessment be carried out, in order to determine the capacity of the local road network and the impact zoning may have on the operational efficiency and capacity of the M7 and Junction 13.

Four submissions refer to cycling within the town. It has been suggested that dedicated cycle lanes are required throughout the town as it is currently not considered safe for children to cycle to school. It has also been suggested that cycle lanes and footpaths should be continued out to the edge of the Curragh on the Melitta and Rathbride roads. Cycling is also seen in submissions as being an expansion of the town's tourism product with the creation of the town as a national cycle hub and even providing links to the Grand Canal cycleway.

Four submissions make reference to a Local Transport Plan/Traffic Management Plan and that it is vital for the future development of the town. It is stated that future development should be prohibited until it has been completed.

Many submissions touch on the existing and necessary transportation infrastructure for the town such as greater permeability, linkages to the major tourist attractions, an inner ring road, additional lighting along the Slí na Sláinte, a direct pathway between the proposed park linking the town and the Slí na Sláinte, the replacement of bridges over and under the railway, a Park-and-Ride service, a local bus service/shuttle service within the town and the upgrading of the existing roads and footpaths. Other submissions reference that the long term needs of Kildare Railway station need to be identified and another submission suggests that a new train station is required for the town as the existing one is constrained by the existing road system which creates bottle-necks. Congestion throughout the town is also a noted concern in many submissions and new road linkages are sought.

### **Response to Issues Raised**

The Council will take cognisance of all national guidance when developing the LAP and recognises its responsibility in safeguarding the strategic function of the M7 and

associated junctions. A land use planning appraisal will be carried out in tandem with an Area Based Transport Assessment (ABTA) to ensure an integrated approach to the land use and transport planning of Kildare Town. It is an objective of the Kildare County Development Plan 2017-2023 to carry out a review of the Traffic Management Plan (2008) for Kildare Town. The Draft Plan will endeavour through land use planning to allow for an ease of movement for pedestrians, cyclists and vehicles. New developments will be required to be designed in accordance with the principles of the Design Manual for Urban Roads and Streets issued by the Department of Environment, Community and Local Government in 2013.

### **Housing and Community**

A number of submissions refer to residential development. It has been highlighted that there is a need for; properties to downsize to, for step down retirement centres, and for residential and day care facilities to be located in the town centre close to amenities.

A number of submissions refer to densities and there is a range of views such as densities are too high and also the understanding that there is a need for higher densities but to ensure that adequate private and public open space are delivered in tandem. One submission also suggests the delivery of serviced sites, in an effort to provide for a balanced socio-economic demographic.

It has been suggested that the LAP should contain an objective that no new housing development should be granted which is greater than a 15-minute walking distance from basic services and infrastructure e.g. public transport, supermarket, childcare facilities, school, post offices. It has also been highlighted that the LAP should contain strong details on design and a palette of appropriate materials for residential developments to adhere to.

### **Response to Issues Raised**

The Draft LAP will seek to ensure that sustainable neighbourhoods are designed and created with an efficient use of land, high quality urban design and the effective integration in the provision of physical and social infrastructure in order to create places where people want to live. The Council will adhere to national policy guidance when devising densities for particular sites within the town. The LAP will be informed by the emerging Regional Spatial and Economic Strategy (RSES) which once adopted will inform a variation to the Core Strategy of the Kildare County Development Plan 2017 - 2023, which in turn will set the housing growth for the town.

### **Heritage**

Submissions refer to the military heritage of the town. One submission is concerned over the demolition of the officer's mess in Magee Barracks and fears with its obliteration that future generations would not even know that it existed. Another submission suggests capitalising on the town's military heritage with the development of a Military History Museum in the town centre to expand the tourism draw.

It is also noted that protected structures should be maintained and that there are a few of Kildare's old houses left which should be preserved. Linkages between heritage sites were raised in another submission and how the story of the town's heritage could be told more easily if there were improvements in this regard.

### **Response to Issues Raised**

The Council will endeavour to protect and promote the town's heritage through land use planning and the formulation of objectives for the plan area. The Kildare County Development Plan 2017-2023 contains the Record of Protected Structures and during the LAP preparation a review of the structures which relate to the plan area will be carried out. The Architectural Conservation Area (ACA) map contained in the Kildare County Development Plan 2017-2023 shall be incorporated into the LAP and the Council will endeavour to protect the character of this area.

### **Open Space and Amenities**

A significant number of submissions relates to the insufficient provision of amenity facilities for the current population or any future growth. It is stated that there is not enough public amenities for people to relax, exercise and socialise. The lack of a swimming pool is mentioned in a number of submissions. It is stated that soccer pitches/clubs are stretched, that there is insufficient land for sports clubs and that there is a need for a skate park, indoor facilities and a gym. It is highlighted that the new school with a capacity for 1,000 students has only one playing pitch. The proposed Cherry Avenue Park is noted however it is stated that this will not address the existing deficiency in open space.

Two submissions highlight the loss of recreational space from the period 1996-2016 such as a GAA pitch, soccer pitch, gym, pitch and putt course on the Magee Barracks lands and school playing pitches which were sold to the Kildare Village Retail Outlet. One submission requests that a 20-30 acre site is zoned to accommodate several pitches and other ancillary facilities.

### **Response to Issues Raised**

The Council recognise that the provision of amenities to cater for the demands of an increasing population is a central element in the delivery of sustainable communities. The preparation of the Draft LAP will carry out a full assessment of all the existing and proposed recreational facilities and open spaces as part of the SIA. The LAP will contain land use objectives to ensure that adequate amenity and recreational facilities are available for all groups of the population through the zoning of appropriate lands. The Draft LAP will promote facilities that are physically integrated with residential, educational and employment areas and are provided concurrently with new residential development. The Draft LAP will also acknowledge the importance of quality recreation; leisure and amenity facilities have on the quality of life in a town and on social integration and cohesiveness.

### **Key Development and Regeneration Areas**

Sixteen of the submissions relate to a request for the zoning of land to a specified land use or the development of specific land in the plan area. The Kildare Primary Care Centre state that they wish to extend and indicate a site where the zoning will allow their particular use be permitted in principle and request that this remains in place in the forthcoming LAP. The owners of Magee Barracks request that the LAP reflect An Bord Pleanála's Strategic Housing Development precedent decision in the site's design brief for the LAP.

### **Response to Issues Raised**

The preparation of the Draft LAP will involve a review of all existing zoned lands in the plan area. The zoning of land will be considered in accordance with the proper planning and sustainable development of the area, national, regional and local policy, with the Core Strategy in the County Development Plan 2017-2023, and the location of existing and planned infrastructure. In general, the sequential approach along with a tiered approach based on an infrastructural assessment shall be used in the zoning of land for development.

The zoning of land must also be considered in the context of flood risk management. A Strategic Flood Risk Assessment will be prepared which will inform the zoning of lands for suitable uses, where flood risk is an issue. Environmental considerations which present during the Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) processes will also inform the zoning of land.

Section 19(6) of the Planning and Development Act 2000 (as amended) states that there shall be no presumption in law that any land zoned in a particular local area plan shall remain so zoned in any subsequent local area plan.

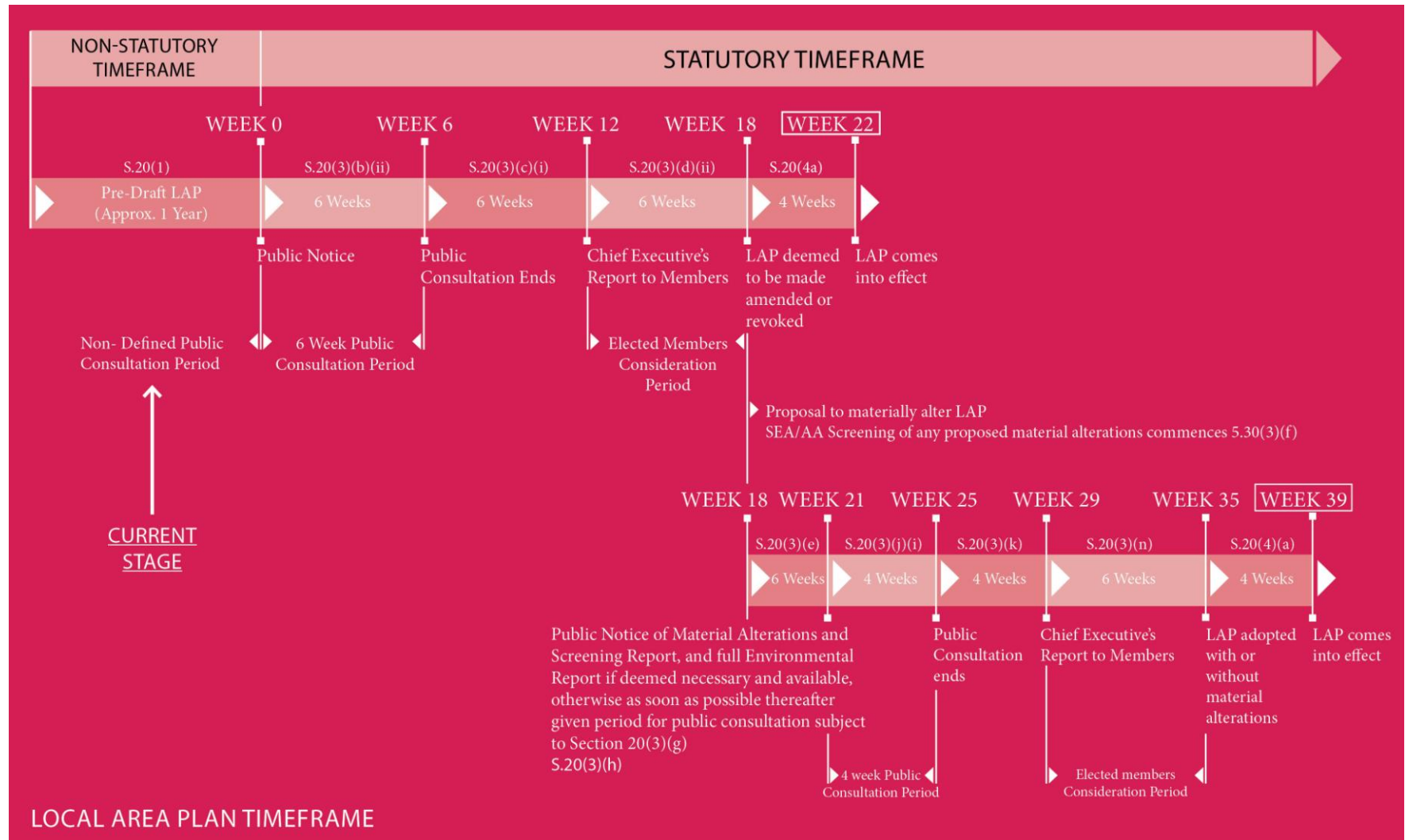
## **4.0 Conclusion**

The planning related suggestions, ideas and issues raised in the submissions will play an important role in the preparation of the Draft LAP. The preparation of the LAP must comply with the requirements of the Planning and Development Act 2000 (as amended) and the relevant Section 28 Guidelines issued by the Minister.

## **5.0 Next Steps**

The Planning Department in consultation with other Council departments will prepare the Draft LAP. It will be prepared in tandem with a Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment. The Draft LAP will be discussed with the Members of the Kildare/Newbridge Municipal District. Once the Draft LAP has been placed on public display, members of the public, community groups, public bodies and other stakeholders will be able to make written submissions and observations to the Planning Authority during a six week display period. The key stages and timelines in the preparation of the Local Area Plan are set out in Figure 2 (see overleaf).

**Figure 2 - Key Stages and Timelines in the preparation of the LAP**



**Appendix I - Submissions received and a summary of the issues raised**

Sub. No.	Name	Summary of Submission
1	<b>National Transport Authority (NTA)</b>	<p>Transport Investment Priorities</p> <ul style="list-style-type: none"> <li>• The submission refers to transport investment priorities for the GDA over the next 20 years;</li> <li>• A review of public transport serving the town in conjunction with the NTA, in particular focusing on local trips;</li> <li>• Bus priority measures in Kildare and Environs, where required;</li> <li>• Rationalisation and upgrading of bus stops, bus bays and shelters;</li> <li>• Provision of on-street directional signage to public transport facilities as appropriate;</li> <li>• Implementation of the GDA Cycle Network Plan;</li> <li>• Provision of cycle parking on-street and at public transport stops;</li> <li>• Provision of a safer, more convenient and more comfortable walking environment including signage, junction reconfigurations and improved crossings;</li> <li>• Road projects which are in accordance with the Principles of Road Development as set out in section 5.8.3 of the Transport Strategy.</li> </ul> <p>Integration of Land Use and Transport Planning</p> <ul style="list-style-type: none"> <li>• The submission states that the principles of Section 7.1.2 of the Transport Strategy for the GDA should be considered in the making of the Draft LAP;</li> <li>• Residential development located proximate to the high capacity public transport should be prioritised;</li> <li>• Residential land should be carried out sequentially;</li> <li>• Trip intensive development should not occur at locations not well serviced by high capacity public transport;</li> <li>• Receiving environment of trip intensive developments should be design to support and prioritise sustainable modes;</li> <li>• Implement the Spatial Planning and National Roads: Guidelines for Planning Authorities;</li> <li>• Non-residential development should be subject to maximum parking standards and based on public transport accessibility;</li> <li>• Where the highest intensity of development occurs, an approach that caps car parking on</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>an area-wide basis should be applied;</p> <ul style="list-style-type: none"> <li>• Travel plans should be conditioned for all major employment developments and all schools;</li> <li>• Promote walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services and other services;</li> <li>• Developments should provide permeability and restrict or discourage private car trips;</li> <li>• Right of way extinguishments should only be considered where these do not result in more circuitous trips.</li> </ul> <p>National Transport Authority Guidance Documents</p> <ul style="list-style-type: none"> <li>• Advises that the plan contains policies and objectives that the guidance in the National Cycle Manual, Permeability Best Practice Guide, Achieving Effective Workplace Travel Plans: Guidance for Local Authorities, Workplace Travel Plans: A Guide for Implementers, and the Toolkit for School Travel are taken into account;</li> </ul> <p>Transport and Movement Assessment</p> <ul style="list-style-type: none"> <li>• The Authority recommend that an Area-Based Transport Assessment to be carried out to inform transport and movement in the plan area;</li> <li>• This would also contribute to adhering to the Objective TMO 2 and Objective MTO 3 of the Kildare County Development Plan 2017-2023.</li> </ul>



Sub. No.	Name	Summary of Submission
2	<b>Transport Infrastructure Ireland (TII)</b>	<ul style="list-style-type: none"> <li>The N/M7 is part of the TEN-T Core Network which will have policy repercussions in the local area plan preparation.</li> </ul> <p><b>Strategic National Road Network</b></p> <ul style="list-style-type: none"> <li>The N/M7 is seen as the busiest route in and out of Dublin and is key to providing inter-urban connectivity between Dublin and the south, south east and south west;</li> <li>Recent Traffic and Transport Assessments (TTAs) part of planning applications for Kildare Village and at Greyabbey south of MJ Junction 13 identified future year capacity constraints at the junction of the M7 and R415. The LAP needs to respond to this constraint by developing a land use strategy that safeguards the strategic function of the M7 and associated junctions, including identifying appropriate mitigation as necessary.</li> </ul> <p><b>Strategic Transport Assessment/Area Based Transport Assessment</b></p> <ul style="list-style-type: none"> <li>The LAP should be prepared on the basis of an Evidence Based Transport Assessment Plan with detailed modelling, linked to a clear phasing and implementation plan;</li> </ul> <p><b>Specific Policies and Objectives</b></p> <ul style="list-style-type: none"> <li>Consideration should be given to including Chapter 3 of the Spatial Planning and National Road Guidelines into the local area plan and an appropriate building set back from the M7;</li> <li>Reference the Traffic and Transport Guidelines (2014) in the draft local area plan relating to implications of the national road network and the thresholds including sub-thresholds;</li> <li>Acknowledge in the plan that the M7 drainage regime is an independent scheme and proposals or objectives in the local area plan should not impact or affect it.</li> </ul>
3	<b>Environmental Protection Agency (EPA)</b>	<p>This submission refers to guidance documents and information sources that should be taken account in the preparation of the SEA (Strategic Environmental Assessment) and the draft plan;</p> <p>The following are a list of sources reference in the submission:</p> <ul style="list-style-type: none"> <li>Scoping process guidance for the SEA is available at <a href="http://www.epa.ie/pubs/advice/ea/">http://www.epa.ie/pubs/advice/ea/</a> and a copy was attached to the submission;</li> <li>Developing and Assessing Alternatives in SEA (EPA, 2015);</li> <li>State of the Environment Report in 2016 'Ireland's Environment – An Assessment (EPA, 2016);</li> <li>SEA WebGIS Search and Reporting Tool, <a href="http://www.edenireland.ie">www.edenireland.ie</a>;</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>River Basin Catchment Management Tool, <a href="https://wfd.edenireland.ie/">https://wfd.edenireland.ie/</a>;</li> </ul> <p>The submission also makes reference to whom the notice under the SEA Regulations should be given under the SEA Regulations 2004 (as amended).</p>
4	An Taisce	<p><b>Overview</b></p> <ul style="list-style-type: none"> <li>The LAP should be concise, have clarity and simplicity, flexibility in the plan evidenced both in vagueness and by ‘let-out’ clauses causes interpretation problems.</li> </ul> <p><b>Strategic Planning and Zoning</b></p> <ul style="list-style-type: none"> <li>Mandatory legal requirement that the LAP must ‘<i>be consistent with</i>’ the objectives of the development plan, its core strategy and any regional spatial and economic strategy (“RSES”);</li> <li>Methodical and evidence-based approach to land-use zoning, based on; regional population targets, the sequential approach, flood risk assessment, infrastructure capacity, natural habitats and S.28 Guidance published by the DoECLG;</li> <li>Must only apply considerations of proper planning and sustainable development (i.e. sequential approach, flooding etc.) in zoning, phasing, dezoning or downzoning land and disregard all other considerations including private interests or potential commercial or rate generating revenue.</li> </ul> <p><b>Sustainable Transport and Land Use Patterns</b></p> <ul style="list-style-type: none"> <li>Following an evidence-based assessment of the quantum of zoned land within the LAP area, where there is surplus supply, an appropriate quantum of land must be de-zoned, downzoned or phased in accordance with the provisions of the PDA 2010;</li> <li>Following any future precedential decision from An Bord Pleanála which overturns a PA (Planning Authority) decision, a review should be undertaken to examine the basis on which the decision was made, and a report presented to Councillors on required amendments to the LAP required. This is a key conclusion of the recently published DoECLG Planning Review Report;</li> <li>The submission makes reference to Section 10(1)(n) mandatory objective for development plans which relates to transport and movement and the document titled Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2012 (Department of Transport);</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• The LAP must have the overall objective of significantly reducing transport demand by creating compact walkable settlement patterns and include detailed policies on walking and cycling; Shift emphasis away from dispersed settlement patterns towards consolidation and compact urban forms;</li> <li>• Prevent inefficient and unsustainable car-based development sprawl i.e. planning for the best use of land to benefit from investment of public funds in physical infrastructure, including public transport infrastructure.</li> </ul> <p><b>Economic and Employment Development</b></p> <ul style="list-style-type: none"> <li>• It is necessary that the LAP supports economic and employment development in a manner which places a priority on the principles of sustainability and environmental protection;</li> <li>• Create a town which is inviting for business and their employees is imperative to attracting investment.</li> </ul> <p><b>Sustainable Transport and Land-Use Patterns</b></p> <ul style="list-style-type: none"> <li>• The County Core Strategy has allocated 4.7% of the total county housing growth to Kildare Town in the period up to 2023. It is imperative that the LAP provides clear, targeted policies and objectives aimed at improving the quality of life, developing sustainable communities and improving social inclusion;</li> <li>• Reducing transport demand by creating compact walkable settlement patterns and include detailed policies on walking and cycling;</li> <li>• Include permeability and way-finding studies to identify a safe network of existing/future walking and cycling routes which must be used as a chief criteria in selecting all land zoned for new development;</li> <li>• A local transport plan should be prepared alongside the LAP setting out how the objectives of the national Smarter Travel policy will be achieved locally and translated into measurable action;</li> <li>• A sequential approach must be applied to the zoning of all land and the review of zoning;</li> <li>• New zoning should maximise access to and encourage use of public transport, cycling and walking; discourage private car based travel and develop an extensive, effective, high quality and integrated network for rail, bus, road, cycling, and walking;</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• Mobility Management Plans must be made mandatory through the development management process;</li> <li>• Small-scale local industrial/commercial zones proximate to existing or proposed residential areas must be provided to deliver local employment opportunities rather than promoting large scale industrial/warehouse parks;</li> <li>• Any major new road objectives in the LAP should be considered having regard to the potential for reduced car travel;</li> <li>• The submission references the National Cycle Policy Framework and the hierarchy of provision.</li> </ul> <p><b>M7/Junction 13</b></p> <ul style="list-style-type: none"> <li>• Advises to refer to the provisions of the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities in particular Section 2.7 which relates to national road interchanges;</li> <li>• New retail and employment developments tend to be attracted to motorways and national road corridors, particularly junctions and can lead to dispersed and car dependent forms of development, such patterns of development are uneconomic, and government policy no longer support;</li> <li>• An Taisce recommend that a Strategic Transport Assessment be carried out for any changes of land use zoning that would be more trip intensive. Such an assessment should be carried out in order to determine the capacity of the local road network and impact on the operational efficiency and capacity of the M7 and Junction 13.</li> </ul> <p><b>Town Centre and Public Realm</b></p> <ul style="list-style-type: none"> <li>• The Heritage Council undertook a research study on Irish Towns and four key segments were developed; functional and economic concerns, social aspects, personal aspects and environmental aspects of surrounding area including physical environment, security, community;</li> <li>• An Taisce state that based on this research, the LAP should contain provisions for improving town centre vibrancy and liveability to improve the social and economic vitality of towns and encourage sustainable population growth;</li> <li>• A town centre health check should be carried out for Kildare Town;</li> <li>• The submission references a number of points in relation to retail and references Kildare</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>Village Outlet Centre and that the zoning should remain unchanged within the South Western Expansion Area which is currently zoned for town centre uses;</p> <ul style="list-style-type: none"> <li>• Any additional K1 zoning lands should be restricted;</li> <li>• Take an active role in site assembly for new retail development on brownfield and infill sites, including using CPO powers where necessary to provide for the sensitive revitalization of the town centre;</li> <li>• Introduce car-parking charges for out-of-centre retail development and introduce a corresponding s.48 waiver for development contribution levies in lieu of off-street parking for new retail development in town centre locations;</li> <li>• Clear, precise and specific policy that explicitly provides that the change of retail warehouse units to non-bulky goods comparison and/or convenience uses will not be permitted.</li> </ul> <p><b>Planning for Healthy and Attractive Places to Live and Work</b></p> <ul style="list-style-type: none"> <li>• Create an attractive built environment that supports healthy lifestyle choices;</li> <li>• Negative health impacts associated with our current development pattern, our urban design and high car dependency, such as obesity, cardiovascular disease and asthma;</li> <li>• The submission outlines the health impacts that car dependency and long commutes have.</li> </ul> <p><b>Physical Activity Levels</b></p> <ul style="list-style-type: none"> <li>• Focus on creating an environment to address the issues associated with; physical activity levels, obesity and associated risks, air quality and our health and the provision of urban green space;</li> </ul> <p><b>Obesity and Associated Risks</b></p> <ul style="list-style-type: none"> <li>○ Reverse our inactivity levels and provide a built environment that would encourage walking and cycling as opposed to car dependency;</li> <li>○ Provide shorter distances between origins and destinations with walking, cycling and public transport prioritized;</li> <li>○ The LAP needs to set out a clear strategy and policies to coincide with existing strategies and frameworks which promote a built environment that encourages opportunities for physical activities including ‘Smarter Travel’, ‘The National Cycle Policy Framework’, ‘A Healthy Weight for Ireland, Obesity Policy and Action Plan’,</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>'A Framework for Improve Health and Wellbeing 2013-2025' and 'Get Ireland Active! National Physical Activity Action Plan for Ireland';</p> <ul style="list-style-type: none"> <li>○ Encourages a shift from car-orientated urban patterns (cul-de-sacs) to walkable, transit orientated development patterns;</li> <li>○ Create environments that are needed to support 'The National Cycle Policy Framework' and 'Get Ireland Active! National Physical Activity Action Plan for Ireland'. Rolling out 30kph zones in urban areas, particularly town centres, residential estates and in the vicinity of schools and places;</li> </ul> <p><b>Air Quality and Our Health</b></p> <ul style="list-style-type: none"> <li>○ Provide for a significant reduction in road vehicle use and land use policies to reduce transport demand and achieve significant modal shift from private passenger vehicle to public transport, with walking and cycling for short journeys. This approach would reduce our exposure to transport generated GHG emissions along with the ancillary benefit of curtailing pollutant air particle emissions, urban sprawl and congestion;</li> <li>○ Essential that Irish towns are seen as attractive places for both businesses and people to locate. The World Health Organisation have outlined that the use of 'passive' modes of transport is associated with increased inactivity levels as well as poor air quality, traffic congestion, lack of adequate walking and cycling infrastructure and social infrastructure (including sports and recreation facilities).</li> <li>○ Essential that an integrated approach to land use and transport policies is adopted;</li> <li>○ The most realistic and cost effective pathway to radically reducing emissions is via investment in public transport and the creation of attendant public transport friendly, compact places. The LAP should include targets on the percentage of new housing and employment locations which will meet smart growth criteria including for public transport accessibility within existing or expanding urban areas. All new housing and employment development should be within 15 mins walking distance of basic public services;</li> <li>○ Compact, walkable communities that provide key social infrastructure can foster casual social interactions, promote a sense of place and encourage community involvement.</li> </ul>

Sub. No.	Name	Summary of Submission
		<p><b>Green Urban Space</b></p> <ul style="list-style-type: none"> <li>○ Focus policies on improving the current green space in Kildare in order to make urban areas more attractive and accessible to citizens and ensuring that sufficient and well planned green spaces, commensurate in scale to the long term development requirements;</li> <li>○ Public open space must be located so as to create useful but also meaningful form that is an integral part communities;</li> <li>○ The GI (Green Infrastructure) approach should be increasingly incorporated into the planning and development process and should become the accepted way to plan and manage urban spaces;</li> <li>○ The LAP should include a policy for the promotion of local farmers markets and identify locations where farmers markets can take place;</li> <li>○ The LAP should include policies which support the development of a vibrant local manufacturing base that is based on the sustainable use of local indigenous resource.</li> </ul> <p><b>Housing and Community</b></p> <ul style="list-style-type: none"> <li>● No new housing development shall be permissible which is greater than 15-minute walking distance from basic services and infrastructure e.g. public transport, supermarket, childcare facilities, school, post offices, etc. Where there is a deficit of such services, they must be upgraded in tandem with housing development;</li> <li>● Residential and day care facilities should be required to locate in existing town centre locations and should be located close to shops and other community facilities required by the occupants and should be easily accessible to visitors, staff, and servicing traffic.</li> </ul> <p><b>Implementation and Monitoring</b></p> <ul style="list-style-type: none"> <li>● There has been a widespread absence of implementation and a complete divergence between policy and practice;</li> <li>● An LAP, with robust targets, actions and measures is needed to achieve the tangible implementation and a transition to a low-carbon, low-energy and sustainable society;</li> <li>● A schedule of targets, indicators and monitoring measures should be included in the LAP;</li> <li>● Include a ‘Sustainability Matrix’ setting out the range of sustainability criteria which should be intrinsic to all planning applications for development. This would act as both a guide to</li> </ul>

Sub. No.	Name	Summary of Submission
		prospective applicants and P.A. staff in distilling the core sustainability, community and social infrastructure requirements of the LAP into a schedule of convenient assessment criteria.
5	DAA	This submission states that they have no observation to make on the Kildare Town Issues Paper.
6	Northern and Western Regional Assembly	This submission states that they have no observation to make on the preparation of the plan.
7	Cllr. Suzanne Doyle	<p>This submission makes reference to a number of objectives under various headings that should be included in the LAP in either simple policies or control mechanisms.</p> <p><b>Tourism</b></p> <ul style="list-style-type: none"> <li>• Appropriately located coach parking;</li> <li>• Support the development of Kildare Tourist Office and prioritise the expansion of same to deliver a space that will include commercial element that can underwrite the delivery and growth of this valuable service;</li> <li>• Prioritise consistent signage that will link tourism elements in the town;</li> <li>• Support and promote the appropriate development of St Brigid's Cathedral as a focal point within the Ireland Ancient East package;</li> <li>• Promote the delivery of additional bed night space for tourists, this may be through an incentive scheme for the delivery of bed space in currently unoccupied premises;</li> <li>• Enhance the Equine legacy within the town through use of appropriate place naming in new developments and within Magee Barracks and installation of public art that acknowledges this legacy;</li> <li>• To front load the development levies into the development of Cherry Ave in order to attract other visitors and accelerate tourism growth and to prioritise a significant attraction that has the capacity to act as a destination centre;</li> <li>• Support Kildare Tidy Towns in their efforts in maintaining public realm;</li> <li>• To fast track delivery of public realm projects identified through Metropolitan Plan and</li> </ul>



Sub. No.	Name	Summary of Submission
		<p>stitch in recommendations from same into LAP;</p> <ul style="list-style-type: none"> <li>• To support the development of a cycle rental project to enable tourists to incorporate visits to Curragh, Irish National Stud and other close by tourism amenities when they visit;</li> <li>• Investigate measures that will optimise the opportunities afforded through the location of the train station; making Kildare easily accessible and promote this message to visitors to Dublin that Kildare is as accessible as Dublin and its suburbs;</li> <li>• To encourage and facilitate co-operate ventures among the key tourism stakeholders in the area, i.e. town centre, Retail Outlet, Irish National Stud and Curragh Racecourse; all new development within the tourism sector should be requested to demonstrate how they propose to work collaboratively;</li> <li>• Ensure town cleaning and maintenance regime keeps pace with growth;</li> <li>• If car parking is removed from the Town Square that alternative convenient parking is delivered;</li> <li>• Meaningful and effective linkages to Retail Outlet are imperative for successful development of Kildare Town;</li> <li>• Prioritise delivery of signage at all entrances to town, in an effort, to remove ambiguity about the location of Kildare Town;</li> <li>• Recognise the many successful Festivals held in Kildare Town and their importance in developing the tourism sector, that the Council support and help to develop a Projects Committee that will act co-operatively in supporting the professional development of these events and secure their sustainability as national events;</li> <li>• That an annual fund from rates be identified for the support of Festivals in recognition of their importance in identifying Kildare Town as a tourism hub;</li> <li>• Kildare Fáilte devise a dedicated marketing strategy that identifies Kildare Town as a destination tourism town, and in advance of same identifies deficits in delivery of this objective and means to address same.</li> </ul> <p><b>Commercial</b></p> <ul style="list-style-type: none"> <li>• Magee Barracks’ proximity to train station, gives it an advantage in delivering access to a labour force;</li> <li>• The submission welcomes the proposal to develop a specialist cancer treatment centre within Magee Barracks and believes it highlights the suitability of the site to other</li> </ul>

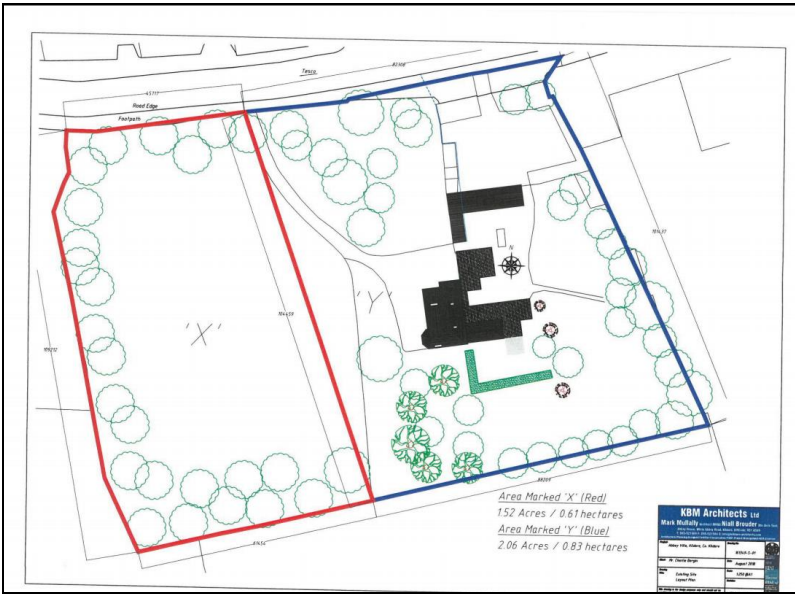
Sub. No.	Name	Summary of Submission
		<p>prospective investors who want proximity to Dublin, transport links and a site located within a town centre;</p> <ul style="list-style-type: none"> <li>• Upgrade of broadband;</li> <li>• Focus employment generating zoning Magee Barracks;</li> <li>• Park-and-ride for commuters;</li> <li>• Development of office space;</li> <li>• Development of hub for hot-desking;</li> <li>• Identify and zone appropriately, land for the development of small/medium industrial units that can support indigenous SME industry;</li> <li>• Provide appropriately located parking for commercial vehicles in order to avoid obstruction within housing estates or residential areas, the provision of this facility recognises and anticipates the inevitable numbers of residents who will drive some type of commercial vehicle for a living but live in an area that does not provide adequate parking for same;</li> <li>• That the LEO promotes Kildare Town for the location of significant industry that will deliver quality employment opportunity that has capacity to successfully support typical households within the town.</li> </ul> <p><b>Education</b></p> <ul style="list-style-type: none"> <li>• Support the continued growth of both RACE and Irish National Stud, as two prestigious third level education centres for the equine industry;</li> <li>• Identify further school sites on appropriately located lands within the town;</li> <li>• Support the continued growth of the Education Centre (training hub for teaching profession);</li> <li>• Delivery of sufficient pre-school facilities to meet needs of new existing community in suitable locations;</li> <li>• To examine the potential to deliver further third level education opportunities that align with strengths of town, e.g. Landscaping and Gardening, Retail, Marketing and Tourism, Animal Welfare.</li> </ul> <p><b>Retail</b></p> <ul style="list-style-type: none"> <li>• Develop and support complimentary retail such as crafts, antiques that would lend them</li> </ul>


Sub. No.	Name	Summary of Submission
		<p>to existing market. This activity may need to be supported and promoted to kick start development. Initiatives such as pop ups supported by appropriate festivals for antiques market and the cooperative management of retail space to mirror operations of Shopping Centre space management may be necessary to propel this demand;</p> <ul style="list-style-type: none"> <li>• Recognise and continue to support and protect the hospitality sector and identify it as a key factor in the tourism package of the town;</li> <li>• Primacy of the town centre be re-established through the strict adherence to sequential development of retail;</li> <li>• The peripheral location on edge of town to be developed for commercial activity that cannot be supported in town centre, (big box retail, garden centre etc.);</li> <li>• Edge of centre retail not be permitted to undermine the primacy of town centre and reputation for destination food location by the delivery of food offerings and coffee shops. Such conveniences seriously undermine the vibrancy of town centre, given their convenience for free parking;</li> <li>• That a fit for purpose 21<sup>st</sup> century market be developed for market square, that will have capacity to attract visitors to town;</li> <li>• That the imminent residential development strictly control retail and food offerings that might further erode primacy of town centre and that instead permeability and accessibility linkages to town centre be prioritised;</li> <li>• Recognising the potential of supermarket shopping to drive footfall, that designated locations that optimise the opportunities associated with this activity be identified within the plan and that the matrix for zoning clearly restrict opportunities to locate elsewhere.</li> </ul> <p><b>Transport</b></p> <ul style="list-style-type: none"> <li>• That the findings of a Traffic Management Plan (TMP) be delivered in tandem with the LAP;</li> <li>• If delays occur in the preparation of the TMP that continued growth is prevented in its absence, a fit for purpose transport plan is vital in a town that seeks to deliver concentrated residential growth, attract tourism, support an inevitable commuter population and manage a destination centre that attracts in excess of 4 million people per annum, located at our primary access route. In these circumstances a sophisticated TMP is essential and should be considered a critical piece of infrastructure;</li> <li>• Irish Rail should be requested to outline their long-term needs of the Railway Station in and</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>what investments will be required to ensure it keeps at pace with growth;</p> <ul style="list-style-type: none"> <li>• That a meeting with Irish Rail be organised to discuss the potential dates for delivery of the Kildare Route project, the implications for same and the potential for relocating Railway Station to a location that will better facilitate growth.</li> </ul> <p><b>Support Services</b></p> <ul style="list-style-type: none"> <li>• Identify a matrix of necessary support services for growing population that can be used to determine if adequate exists when new applications for development are considered. Items within the matrix should include, medical, education, recreation and amenity (for all age groups and broad spectrum of interest), cultural outlets, public health supports, retail, transport, sports club;</li> <li>• Set an objective to deliver the next Fire Station within the county in Kildare Town;</li> <li>• Identify sufficient lands for recreational and amenity, perhaps a first class Sports Campus that can be shared cooperatively among clubs;</li> <li>• In the absence of resolution on the agreed compensation through closure of Magee Barracks that 10 acres be identified within Magee Barracks and zoned recreation and amenity.</li> </ul> <p><b>Residential Development</b></p> <ul style="list-style-type: none"> <li>• Be delivered in a balanced and socially sustainable manner, having regard for the needs of downsizing and as such deliver adequate numbers of conveniently located housing for retired;</li> <li>• Regeneration of vacant property within town centre be promoted for use as quality residential family homes, as was traditionally the case;</li> <li>• Apartment developments be delivered at a scale that can support a range of supports necessary to deliver quality standards of living for residents, to include underground car parks, recreation and amenity within the development, lifts, live in maintenance and management supports;</li> <li>• Lands be identified for supported living environments close to amenities necessary for quality of living;</li> <li>• Step down retirement centre(s) be identified in the plan;</li> <li>• Land zoned specifically for optimal location of pre-school/crèche services;</li> <li>• That high density be achieved without compromising on space within individual units;</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• That limited specific locations within town centre zoning be identified for delivery of serviced sites, in an effort to provide for a balanced socio-economic demographic and integrated community living;</li> <li>• High levels of design are achieved in the delivery of residential stock within the town, in support of this that a palette of appropriate materials be identified and a design manual be delivered that will guide architects in the delivery of Housing Stock that might deliver a strong sense of place within the town;</li> <li>• The use of certain renders over time have resulted in a serious and unsightly discolouration, that the range of materials identified takes care to avoid this legacy for the future;</li> <li>• Part V allocations associated with a new development should be delivered within the school catchment area of the original development;</li> <li>• Provide a balanced mix of housing to meet the various needs of full spectrum of demographic;</li> <li>• High density residential delivery be contained within specific appropriate locations that facilitate the delivery of housing for ABC1 socio demographics rather than the traditional affordable and investment. Such development might be in the form of 4 storey over basement terraces running along new roads objectives;</li> <li>• Identify locations of the delivery of efficient high density through extended height for provisions of apartments.</li> </ul> <p><b>Urban Realm</b></p> <ul style="list-style-type: none"> <li>• The Public Realm Plan (underway) should be incorporated into the LAP;</li> <li>• Deliver a large number of public bins;</li> <li>• Identify public convenience availability for visitors;</li> <li>• Underground all cables and condition new developments to do likewise;</li> <li>• Require all private and public bodies that use cabling to deliver cabling in the least obtrusive manner possible and perhaps seek to develop a system where the town is serviced through a single ducting that is installed in a discreet manner across all commercial/relevant property in town;</li> <li>• That the road surface within the town centre be denoted through use of distinctly coloured surface dressing (sand/red);</li> </ul>

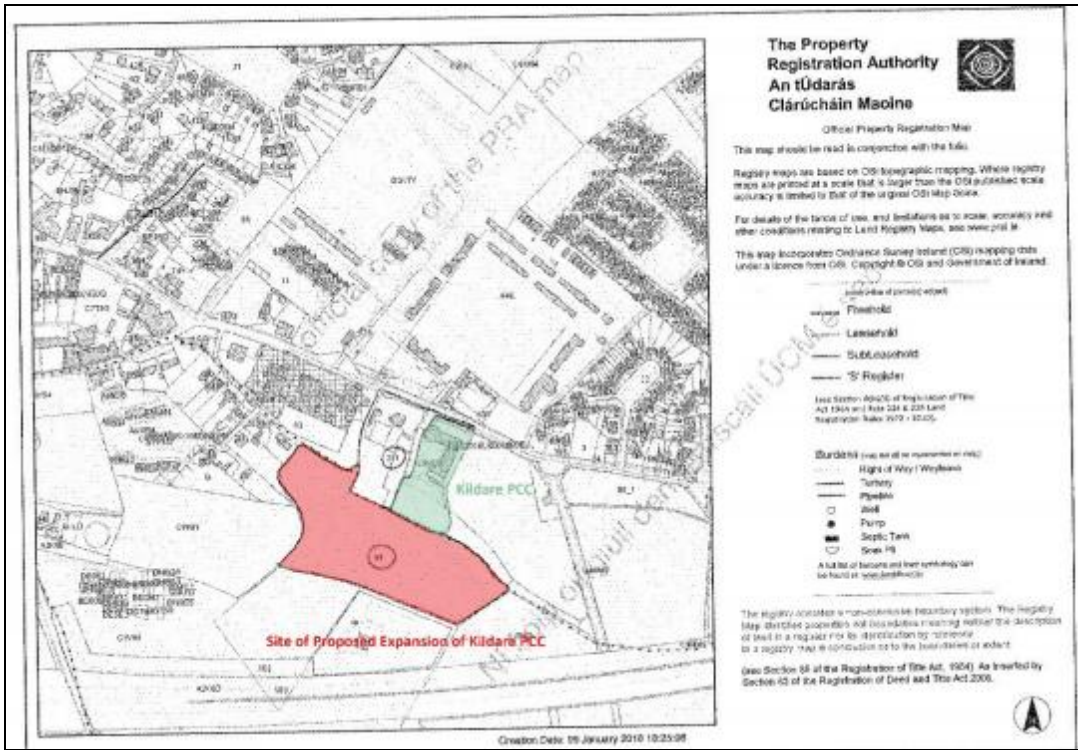
Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• That the locations of historic entrance gates to the Walled Town sites be identified and marked;</li> <li>• That high quality appropriately located art installations be promoted and supported for delivery throughout the town, as a means of enhancing the tourism package of the town;</li> <li>• That distinctive and attractive bus shelters be installed in town that will highlight the heritage dimension of the town;</li> <li>• That ducting for delivery of electricity that can support festivals and markets in the town square can be identified as an objective of the LAP;</li> <li>• To investigate the development of backlands and brownfield sites within town centre and the accessing of same.</li> </ul>
8	<b>Bogdan Bartoszewski</b>	<ul style="list-style-type: none"> <li>• This submission supports a farmers market once a week for local produce;</li> <li>• Need to advertise local artists and craftsmen;</li> <li>• Build a creative hub for local artists who could show their arts and crafts, organise exhibitions and sell their products;</li> <li>• Provide a skate park, concrete empty swimming pool style;</li> <li>• Open large park that would cater for all ages;</li> <li>• Cultural centre that would teach local people about their area in a fun, interesting way;</li> <li>• Incentive programme to get people to look after their houses and lawns, make Kildare colourful, paint houses along main roads;</li> <li>• Reorganise the street layout of the main square to improve traffic flow.</li> </ul>
9	<b>Carol Morrin</b>	<p><b>Open Space and Amenities</b></p> <ul style="list-style-type: none"> <li>• Need a leisure centre;</li> <li>• With the growing population more facilities are needed;</li> <li>• The soccer pitches/clubs are stretched.</li> </ul> <p><b>Movement and Transport</b></p> <p>Roads are congested especially at school times and commuters going to the train station, many smaller roads been used to avoid traffic.</p>
10	<b>Charlie Bergin</b>	<p>This submission refers to a parcel of land (see site layout) and refers to the current zoning being C1* Serviced Sites and F Open Space and Amenity. The submission supports the rezoning of</p>

Sub. No.	Name	Summary of Submission
		<p>the land to New Residential Phase 1 as it would be a better use for the lands and the general area.</p> 
11	<p><b>Thomas Simpson</b> (Administrator of the Estate of P.J. Burke)</p>	<ul style="list-style-type: none"> <li>• This submission relates to a parcel of land which extends to 2.43 hectares that is currently zoned C1 and is suggested that it should be zoned to mixed use comprising commercial and residential;</li> <li>• The subject lands are located in the townland of White Lane East and lies north east of the centre of the town;</li> <li>• Consider increasing the density for proposed residential zoned lands when located beside public transport to ensure that a valuable land resource provides sustainable housing in a time of housing crisis;</li> <li>• Reduce the buffer between the railway line and proposed housing from 25 metres to 10 metres as this is adequate to allow for future expansion.</li> </ul>

Sub. No.	Name	Summary of Submission
		
12	Daniel Meaney	<p><u>Economic Development and Tourism</u></p> <ul style="list-style-type: none"> <li>• Better plans and ideas to bring economic value of tourism and trade to the town;</li> <li>• The Village and Japanese Gardens do no benefit the town enough as the motorway now diverts traffic away from the town.</li> </ul> <p><u>Town Centre and Public Realm</u></p> <ul style="list-style-type: none"> <li>• Oak trees to grow in the town centre to enhance the link between Cill Dara and the Oak;</li> <li>• The Council yard relocated to a less sensitive area given Kildare is a Heritage Town;</li> <li>• Bungalow attached to the Last Silken Thomas tower demolished and developed as a public park;</li> <li>• The development of Magee Barracks should not split the town into two commercial locations.</li> </ul>



Sub. No.	Name	Summary of Submission
		<p><u>Movement and Transport</u></p> <ul style="list-style-type: none"> <li>• A tender should be offered to interested parties for a road train linking all major tourist attractions including the Curragh, Pollardstown Fen and transport hubs.</li> </ul> <p><u>Infrastructure</u></p> <ul style="list-style-type: none"> <li>• Schools, medical centres, power, sewerage need to expand for present housing developments, let alone future developments.</li> </ul> <p><u>Housing and Community</u></p> <ul style="list-style-type: none"> <li>• LAP needs to be conscious of the higher densities of housing now required and ensure that there is adequate private and public open spaces;</li> <li>• The huge benefit of the Curragh cannot be overstated and it should be protected for all;</li> <li>• The existing Green Belt has stood Kildare well and should be maintained in its entirety to benefit the National Stud, the Curragh and all the people of Kildare and surrounding towns.</li> </ul> <p><u>Heritage</u></p> <ul style="list-style-type: none"> <li>• Preservation orders of the built heritage should be maintained and policed;</li> <li>• There are few of Kildare's old houses left which should be preserved to enhance tourism;</li> </ul> <p><u>Open Space and Amenities</u></p> <ul style="list-style-type: none"> <li>• The maintenance of the Curragh is critical and the removal of gorse with JCBs is not the way to go as gorse does not differentiate between an archaeological site and one that is not;</li> <li>• The Green belt and National Stud should not be reduced in size;</li> <li>• Continue to preserve the greenbelt.</li> </ul>
13	<b>Grey Abbey Conservation Project</b>	<ul style="list-style-type: none"> <li>• Better planning around services and deliverables;</li> <li>• Planned housing is welcome but the town cannot cope;</li> <li>• Industry is needed and possible re-zoning of peripheries;</li> <li>• Medical, train station and secondary schools are at capacity.</li> </ul>
14	<b>Cill Dara Primary Care Ltd.</b>	<p>The submission outlines the intention to lodge a planning application to extend the existing Kildare Primary Care Centre (Kildare PCC) within an additional 1500 sq.m. It is stated that the site is currently zoned K1 under which 'health centre/clinic' and 'medical and related consultancy' are permitted in principle. The submission requests that this zoning be retained in</p>

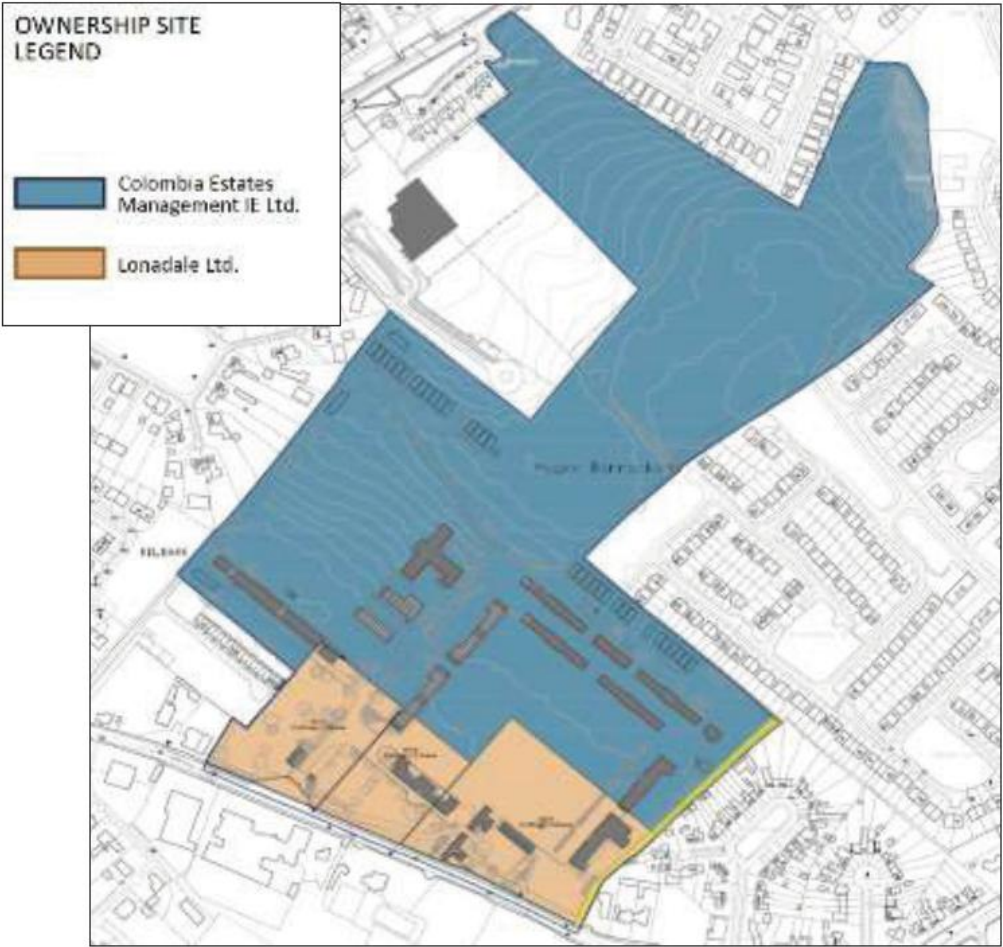
Sub. No.	Name	Summary of Submission
		<p>order to facilitate the expansion.</p> 
15	Jan Hennessy	This submission states that the focus needs to be on local businesses in the centre and people should be living above shops and offices.
16	Columbia Estates Management (I.E.) Limited and Lonadale Limited	<ul style="list-style-type: none"> <li>• This submission relates to the former Magee Barracks site;</li> <li>• The submission requests that the current land use zoning contained in the 2012-2018 Kildare Town LAP is extended/carried forward until such time as the new LAP is adopted;</li> <li>• The submission discusses the status of the existing LAP for the town and suggest that under Section 18(4)(a) of the Act that the PA could clarify through a public notice or addendum that the LAP would have a lifespan of 7 years to the end of 2019;</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• An alternative suggestion would be to vary the CDP to add in the land use zoning map from the current LAP as an interim measure or readopt the current LAP on a temporary basis until the new LAP is adopted;</li> <li>• The submission outlines the relevant site history for the subject site and the surrounding area such as the Strategic Housing Development (SHD) refused by the Bord, along with the application for the cancer treatment clinic (currently at further information stage) and supermarket;</li> <li>• It also noted that the Cherry Avenue Park (subject of a Part 8 application) and two schools were granted permission to the northwest of the subject lands;</li> <li>• The submission states that the subject lands are sequentially one of the best locations for new housing and could provide a net density of 35+ units/ha on the overall site, phase 1 equating to 40 units/ha and 30 units/ha on phase 2;</li> <li>• The site can deliver employment generating uses through the permission for supermarket, cancer treatment clinic, and a neighbourhood centre, including a crèche which formed part of the SHD proposal along with the existing schools already delivered;</li> <li>• The submission states that the site is a Key Development Area, as it has the capability to deliver at least 40% of all new housing on an infill/brownfield site and can deliver commercial and residential development on site;</li> <li>• The submission references objectives from the National Planning Framework in relation to residential development and states the regeneration of Magee Barracks will achieve a number of the NPF policy objectives including targeting growth within the built-up footprint of existing settlements, rejuvenating Kildare Town, encouraging more people and generating jobs within an existing town with an opportunity to achieve compact growth in close proximity to public transport and to the centre of Kildare Town and its social, retail and community facilities;</li> <li>• With regards the current Kildare Town LAP the submission suggests the continuation of this Regeneration zoning objective on the subject lands, but with amended text and objectives, and a revised design brief, which fully reflects the current planning applications, the ABP decision for the SHD application and the emerging residential development proposals for the lands;</li> <li>• The submission requests that due regard is made to the ABP Decision including the</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>Board’s Order, Board Direction and Inspector’s Report for the SHD application and notes that An Bord Pleanála Strategic Plan 2018 – 2023 references that <i>‘decisions of the Board are seen as precedential and planning authorities and others give them due regard’</i>. The submission notes the following in this regard:</p> <ul style="list-style-type: none"> <li>○ The Inspector’s Report does not concur with the assertion made by Kildare County Council that the proposal represented a material contravention of the Local Area Plan, and agreed that the proposal was sequential in nature and could be seen as a natural extension to the town centre;</li> <li>○ The Inspector accepted the arguments put forward regarding the quantum of open space and community facilities already in place and being provided by the proposal, and accepted the applicant’s interpretation in relation to the requirements of the LAP being fulfilled (i.e. a quantum of 10 acres of open space and community uses);</li> <li>○ The Inspector was satisfied with the level of commercial development proposed and does not share Kildare County Council’s concerns about the level of employment generating uses. The Inspector considered that the overall masterplan objectives were being fulfilled in terms of use mix by the <i>‘provision of educational, commercial, community and residential uses on the overall site and its immediate environs’</i>;</li> <li>○ The Inspector’s Report notes that there is potential for a higher density than 34.3 units/ha on the site. The Board’s Order also referenced the requirement for higher densities in the second reason for refusal;</li> <li>○ The Inspector noted the many positive features of the development including the historic and military references, quality and quantity of public open space, the connectivity and linkages provided, and the quality of the built environment and character areas;</li> <li>○ The Inspector accepted the body of evidence put forward by the applicant in relation to the demolition of the officer’s mess and water tower and considers the demolition of the buildings acceptable in principle in this instance. The Inspector also welcomed the interventions proposed to reflect the historical significance of the site;</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>○ The Inspector agreed with the design approach to maintain the main route through the lands as a street rather than a frontage free road.</li> <li>● The submission requests that the Kildare Town Local Area Plan 2019-2025 reflects the objectives of the National Planning Framework in regards to the need to achieve compact and sustainable growth, and the key role that the regeneration of sites such as the Former Magee Barracks (located within an existing built up area) can play in achieving this;</li> </ul> <p><b>Density/Unit Quantum</b></p> <ul style="list-style-type: none"> <li>● Request a significant uplift in the allocation of 161 units for the former Magee Barracks site. The Phase 1 lands can deliver c. 300 units based on the direction provided in the Board’s Order and the Phase 2 lands can deliver c. 210 units based on a lower density of c. 30 units per hectare, given its proximity to adjacent residential areas and its located further removed from the Town Centre;</li> </ul> <p><b>Open Space/Community Facilities</b></p> <ul style="list-style-type: none"> <li>● Commitment to the local community in regard to the provision of open space and community facilities representing about 10 acres of the site;</li> <li>● C. 8.95 acres of the committed 10 acres of open space and community facilities has already been provided, that the existing provision of 2 no. primary schools fulfils the educational requirement outlined in the zoning objective, and a portion of the community and employment uses.</li> </ul> <p><b>Heritage</b></p> <ul style="list-style-type: none"> <li>● In consideration of the body of evidence justifying the proposed demolition of the existing buildings on site, including structural surveys, architectural heritage assessments and feasibility studies), that the Local Area Plan acknowledges the unviability of retaining the existing buildings on site, and omits any statements regarding the ‘<i>adaptive reuse of the barracks building (Officer’s Mess)</i>’, retention of the Officer’s Mess and retention and refurbishment of the existing water tower.</li> </ul> <p><b>Revised Zoning Objective (Put forward in the submission)</b></p> <ul style="list-style-type: none"> <li>● To facilitate a mixed use development which provides for the regeneration of the former Magee Barracks site in a sustainable manner. This zoning allows for the development of the site for primarily residential, with a mix of employment and community uses, including</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>open space, in accordance with the design brief set out.</p> <p>The following key objectives for the regeneration of the site should be met:</p> <ul style="list-style-type: none"> <li>• The sustainable regeneration of the site with uses and layout which integrate this site’s edge of centre location with the town centre;</li> <li>• The provision of link roads in accordance with Section 7.7 and Map 8.2 of this Plan;</li> <li>• The protection of residential amenity of existing residential areas adjoining the site;</li> <li>• The provision of accessible and well-designed public open space.</li> </ul> <p><b>Revised Design Brief</b></p> <ul style="list-style-type: none"> <li>• Omission of the indicative numbers of residential units per block included in the current LAP and replacement with an indicative overall figure which reflects national housing policy and potential density of &gt;35 units per hectare;</li> <li>• Omission of the requirement to retain existing buildings on site with a design brief requirement to reflect the site’s heritage and create a sense of place associated with the former military use in any new design proposals for the former Magee Barracks site;</li> <li>• Reference that community use and a neighbourhood park are required with a combined site area of c.10 acres on the overall Magee Barracks site. Noting that c. 8.95 acres of the committed 10 acres of open space and community facilities has already been provided;</li> <li>• Omission of the prescriptive references to the urban design and layout of residential development on site and replacement with key design principles to be observed including connectivity, permeability, passive surveillance of open space, reflection of site heritage and sense of place;</li> <li>• The design brief should acknowledge and support the current proposals in planning, the ABP SHD precedent decision and the indicative proposals for Phase 2 of the overall Magee Barracks site.</li> </ul> <p>The submission also contains one Appendix which details the planning history of the site and surrounding area. The Appendix included commentary on the applications in some instances.</p>

Sub. No.	Name	Summary of Submission
		 <p><b>OWNERSHIP SITE LEGEND</b></p> <ul style="list-style-type: none"> <li>Colombia Estates Management IE Ltd.</li> <li>Lonadale Ltd.</li> </ul>
17	<b>Justin Blennerhassett</b>	<ul style="list-style-type: none"> <li>• Kildare has the potential to be a national cycling hub;</li> <li>• Many quiet roads especially south of the motorway that could be promoted nationally for family cycling;</li> <li>• Cycle routes could link up with the work currently being done on the Grand Canal cycleway;</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• The town needs to be more cycle friendly; it's not safe for children to cycle to school;</li> <li>• Cycle lanes like those at Piper's Hill, Naas should be the norm not the exception;</li> <li>• Make the Cathedral side of the square a pedestrian area;</li> <li>• Proposed link road from Melitta Road to Dublin Road should reduce traffic flow in Market Square and allow for greater public space;</li> <li>• Football pitch/basket ball court adjacent to playgrounds;</li> <li>• Footpaths and cycle lanes to the edge of the Curragh on the Melitta Road and Rathbride Road would open up the Curragh to the town;</li> <li>• Concerned over the expansion of the town centre to the south west, the area contains St. Brigid's primary school which is an integral part of the community, any development in this area must focus on increasing the safety of children attending school;</li> <li>• The National Tourism Hub at the National Stud should be focussed on the town centre.</li> </ul>
18	Kildare Athletic Club	<p><b>Overall Vision</b></p> <ul style="list-style-type: none"> <li>• Transport infrastructure to cater for increase in population and commuters for the town and surrounding areas;</li> <li>• Recreational amenities, local schools and a sports centre for the growing population;</li> </ul> <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>• Park-and-ride next to the motorway junction with bus links for commuters to Dublin and third level colleges;</li> <li>• Also with a local bus link service to and from the railway station, town centre, housing estates and tourist attractions;</li> </ul> <p><b>Open Space and Amenities</b></p> <ul style="list-style-type: none"> <li>• Sports campus to be developed to include indoor sports complex and outdoor multi sports area to be used for schools and local and new start up clubs.</li> </ul>




Sub. No.	Name	Summary of Submission
19	<b>Kildare Town Educate Together National School</b>	<ul style="list-style-type: none"> <li>• Shared campus with Gaelscoil Mhic Aogha and will have approx. 700 children attending both schools in the next three years;</li> <li>• No sports facilities on the campus and the children are disadvantaged as a result;</li> <li>• The town needs a swimming pool the Curragh pool does not have enough space and are under pressure from other schools;</li> <li>• Traffic congestion, traffic safety are issues and the submission suggest that if there was an access to Ruanbeg and the Dublin Road through the Magee Barracks site this would alleviate and spread the build up of traffic;</li> <li>• Cycle paths around the town needed; there are currently none on Melitta Road or Station Road.</li> </ul>
20	<b>Louis Hennessy</b>	Convent Road from parish church to hotel is too narrow and for safety it needs to be widened especially due to high and increased traffic volumes especially at school times.
21	<b>Noel Geoghegan</b>	<ul style="list-style-type: none"> <li>• Dedicated cycle lane through the town;</li> <li>• Footpath from edge of Kildare Town (Melitta Road) to the entrance of the Curragh Plain;</li> <li>• Through road between Melitta Road and Dublin Road at the old entrance to the Magee Barracks and a new road through the old army barracks between the new schools and the barracks entrance.</li> </ul>
22	<b>RACE (Racing Academy)</b>	The submission requests the development of additional public amenities for young people to relax, exercise and socialise as there is a lack of suitable social and recreational spaces. RACE support the proposed park area and states it would be a great addition to the town and would encourage more outdoor activity in a healthy and safe environment.
23	<b>RGDATA</b>	<ul style="list-style-type: none"> <li>• Advises that Kildare County Council should acknowledge the Framework for Town Centre Renewal published by the Retail Consultation Forum and agree to follow the three step collaborative approach to town centre renewal; engage a team of stakeholders, establish a Town Centre Management Partnership and prepare and implement a Town Centre Plan;</li> <li>• No retail development should be approved until the Town Centre Health Check is undertaken and the Town Plan is agreed;</li> <li>• Vacant sites should be fully investigated for reuse;</li> <li>• New retail proposals are designed to fit into existing retail zones to enhance the town</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>centre, drive footfall, improve economic performance, retain jobs and facilitate the creation of new jobs;</p> <ul style="list-style-type: none"> <li>• The Authority should state clearly that they will resist proposals that do not deliver on the criteria set out in the Town Plan;</li> <li>• Devise policy to get more people back living in the town centre by looking at vacant shops/buildings and how they can be reused as either a single residential unit of the upper floors converted into residential space;</li> <li>• The LAP should embrace the objectives set out in the Rural Regeneration Plan 2017 including: <ul style="list-style-type: none"> <li>➤ Support sustainable and vibrant rural communities;</li> <li>➤ Support enterprise and employment;</li> <li>➤ Maximise our rural tourism and creation potential;</li> <li>➤ Foster culture and creativity in rural communities; and</li> <li>➤ Improve rural infrastructure and connectivity.</li> </ul> </li> <li>• Define a retail hierarchy for the town;</li> <li>• Ensure neighbourhood centres retain their community status and not create a counter attraction to the existing town centres;</li> <li>• Development of digital platforms to promote the town and county, digital tools and technologies to collate information and data about the county and platforms to share knowledge and the collaborative Town Centre Health Check data.</li> </ul>
24	<b>Equitas Properties</b>	<ul style="list-style-type: none"> <li>• The submission relates to lands to the southwest of the town (for the most part) and which lies north and south of the M7 currently zoned for residential and economic development;</li> <li>• It refers to the Kildare County Core Strategy capitalising on the town becoming an important tourism destination and notes that the necessary infrastructure is required to meet this goal;</li> <li>• Suggests a vision for the whole town focussed on strategic economic development;</li> <li>• The concept being promoted is a hotel as part of a lifestyle complex that complements substantial tourism assets;</li> <li>• The submission refers to various statutory planning guidance including the Spatial Planning and National Roads: Guidelines for Planning Authorities (2010) and the Kildare County Development Plan 2017-2023 that would support (through relevant policies)</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>Kildare Town as a primary centre to exploit the large cluster of tourism attractions at county level;</p> <ul style="list-style-type: none"> <li>• Need to identify lands that are appropriately located to accommodate a national tourism destination resort that is well connected into the town fabric and to identify lands that are capable of accommodating expansion of the tourism retail infrastructure and retail warehousing;</li> <li>• The NPF strongly advocates compact urban centres where activities are to be concentrated, supported by urban services and public transport. Therefore the national tourism destination should be in town, not in the countryside;</li> <li>• The lands the subject of this submission represent a landbank suitable for consideration;</li> <li>• Relocate the National Tourism Hub onto lands located north of the motorway junction and to achieve the Gateway Entrance through the development of a significant hotel and tourism retail development, with associated active leisure/lifestyle concept covering sports and leisure pursuits, crafts, artisan food and design;</li> <li>• The lands can accommodate associated themed retail development directed at the international tourism market and can also accommodate the requirement for Retail Park development, as identified in the Kildare County Development Plan;</li> <li>• Office Park zoning, located between the motorway and the Monasterevin Road could be partially relocated south of the motorway to amalgamate with the Industrial/Business Park zoning. There has been ongoing engagement with IDA in respect of the 28ha zoned industrial and warehousing land, which has the extant permission for a substantial mixed-use development. The land also has capacity to accommodate a new Data Centre for Kildare;</li> <li>• Office Park zoning designation can be somewhat restrictive. A more flexible employment zoning could be better marketed for appropriate use with the support of IDA, as a strategic reserve for those purposes, offering high-end jobs;</li> <li>• A change in zoning/matrix to accommodate tourism, leisure, retail warehouse and hotel uses to the northwest of the M7 junction;</li> <li>• The submission outlines an alternative land use to the north of the motorway on site circa 18 hectares (see below);</li> </ul>

Sub. No.	Name	Summary of Submission
		<div data-bbox="942 266 1709 760" data-label="Image"> <p>The diagram is a site plan showing four distinct zones outlined in red. The zones are: a red circle labeled 'LEISURE / LIFESTYLE EQUESTRIAN &amp; GARDEN CENTRE', a blue circle labeled 'RETAIL WAREHOUSING', an orange oval labeled 'LEISURE / WELLNESS &amp; TOURISM', and a light blue oval labeled 'GATEWAY HOTEL SITE'. The plan also shows surrounding roads, including a motorway and several roundabouts.</p> </div> <ul style="list-style-type: none"> <li>• The submission has taken cognisance of the current roads objective going through the subject site and consider it essential in unlocking the development potential of the site in a sustainable manner through proper phasing;</li> <li>• Indicative road alignment prepared by ARUP depicts the proposed design of the road which passes through the site;</li> <li>• It is also envisaged to provide an additional traffic lane from Kildare Retail Outlet roundabout, extending as far as the Nurney interchange roundabout as recommended in the Traffic and Transport Assessment of 17/764 (Kildare Tourist Outlet Village Extension);</li> <li>• Concept drawing prepared by DMOD architects Metropolitan Workshops is also enclosed, indicates pedestrian linkages from the southwest lands into the heart of the town;</li> <li>• Portion of the site within the motorway setback provides an opportunity for landscaped car and coach parking within this zone, both to serve the proposed development and as overflow for the adjacent Kildare Tourist Outlet Village;</li> <li>• The submission outlines further considerations that have been considered for the subject lands such as as footpath and cycle tracks, car parking, a strategy for access and</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>drainage;</p> <ul style="list-style-type: none"> <li>• ARUP have proposed a comprehensive drainage optioneering study - four notable plans have been developed;</li> <li>• ARUP also commissioned a CCTV survey of a 300mm diameter outfall pipe which formed part of the preferred surface water management strategy. This outfall pipe was found to be in satisfactory condition and free from obstruction;</li> <li>• A variety of resilience measures were included as part of the preferred surface water management strategy, namely; the use of the 750mm sewer within Nurney Road as an overflow pipe and the possibility of using SuDS strategies to reduce run-off volumes on site subject to detailed hydrological assessment;</li> <li>• ARUP has also developed a number of strategies that can facilitate the delivery of the road objective outlined in the Kildare Town Local Area Plan which includes four viable access arrangements, such as; increasing the stacking capacity in the form of an additional lane on the approach to the Kildare Tourist Outlet Village (KTOV) Roundabout from the Nurney interchange; and the provision of a slip lane at the access to the subject site from the KTOV Roundabout allowing traffic to bypass the KTOV Roundabout in times of significant congestion.</li> </ul>

Sub. No.	Name	Summary of Submission	
			 <p style="text-align: center;"><b>Overall Landbank in Context. Source DMOD</b></p>
25	<b>St. Brigids Primary School Parents Association</b>	<ul style="list-style-type: none"> <li>• No indoor leisure facilities, children have to travel by bus for swimming lessons, would like a similar development to K-Lesisure;</li> <li>• School is located in three separate buildings with no safe crossing between the Academy building and the De La Salle buildings;</li> <li>• School has nearly 1,000 pupils.</li> </ul>	
26	<b>Terry Hennessy</b>	<p>The submission supports that creation of a boardwalk at St. Bridget’s wells, could be a meditative loop/pilgrimage walk or extension to the Slí na Sláinte. It would encourage bio-diversity, wild flowers and ecosystems and an asset to the town.</p>	
27	<b>Value Retail Dublin Ltd</b>	<p><u>Vision</u></p> <ul style="list-style-type: none"> <li>• Encourage the further expansion of Kildare Village Outlet Centre as per Policy R25 of the CDP and in accordance with the Retail Planning Guidelines 2012;</li> <li>• Focus on encouraging growth in a sustainable manner taking cognisance of the objectives as outlined in the County Plan;</li> </ul> <p><u>Economic Development and Tourism</u></p>	

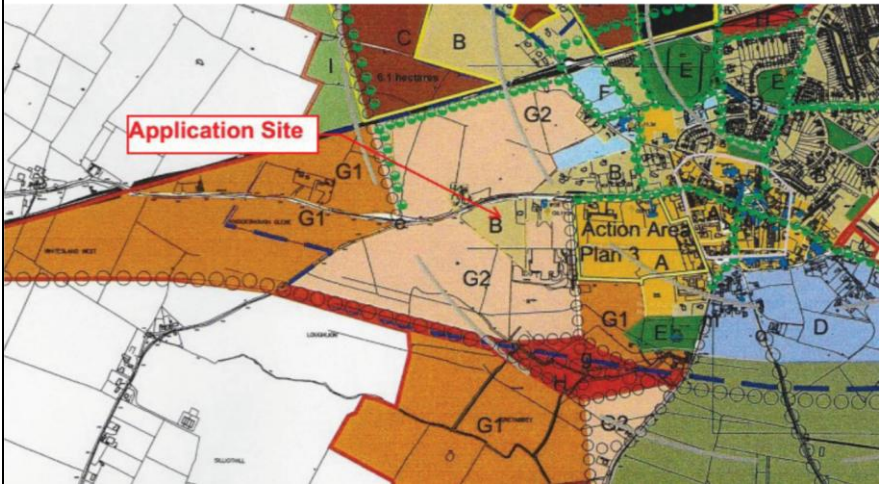
Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• KTOV (Kildare Tourist Outlet Village) is recognised as a key economic driver within the county;</li> <li>• Provision of a complimentary tourism uses such as a hotel, conference facilities or a gateway building should be considered on land adjacent to the KTOV, in order to further enhance the visitor experience and realise the town’s full potential;</li> <li>• KTOV is known as a key strength of Kildare a fact recognised in the recent grant of permission for Phase 3 which is currently with An Bord Pleanála and it is important that it continues to develop a greater critical mass and profile in terms of retailing in tourism.</li> </ul> <p><u>Town Centre and Public Realm</u></p> <ul style="list-style-type: none"> <li>• Consider the provision of appropriate uses proximate to the Town Core;</li> <li>• Complimentary uses on lands adjacent to the Town Core area will create synergies between Kildare’s Historic Core and its neighbouring land uses, which will in turn revitalise the overall core;</li> <li>• “Indicative” plans should be avoided in the forthcoming LAP as they are considered poor planning practice as they create confusion;</li> <li>• High quality redevelopment and regeneration of key sites should be encouraged in tandem with an improved public realm, in order to provide a balanced town environment in respect of scale, design and layout;</li> <li>• The Village is maintained to a high standard in terms of landscaping, signage, shopfronts etc. and this high standard of architecture must be supported in the forthcoming LAP as the overall design creates an identity for Kildare town.</li> </ul> <p><u>Movement and Transport</u></p> <ul style="list-style-type: none"> <li>• Objective TO 3 “to create further linkages through the Kildare Retail Outlet to connect with Academy Street as identified on Map 8.6 “ in the LAP should be revised/amended as it does not specify the nature of links intended and is not supported by a detailed feasibility;</li> <li>• Policy UD 4 “to encourage increased permeability through the larger land parcels around the outer historic core and to link them to the existing hierarchy of routes and civic spaces within and around the town centre”, does not specify the nature of the linkages to be provided and therefore leaves ambiguity, in that vehicular linkages are not prohibited;</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• The submission provides alternative wording for Objective TO3 and Policy UD4;                             <ul style="list-style-type: none"> <li>➤ “to create further <b>pedestrian/cyclist linkages only, (where it is in the control of the land owner to deliver such links as they form part of the overall parcel of land)</b> through the Kildare Retail Outlet to connect with Academy Street as identified on Map 8.6. ”</li> <li>➤ “to encourage increased permeability through the larger land parcels around the outer historic core and to link them <b>via pedestrian/cyclist links only</b> to the existing hierarchy of routes and civic spaces within and around the town centre, <b>(where it is in the control of the land owner to deliver such links as they form part of the overall parcel of land).</b>”</li> </ul> </li> <li>• The submission notes that it is not always possible for developers to deliver pedestrian/cyclist linkages when land parcels are in multiple ownerships;</li> <li>• Facilitate parking on underutilised lands outside of the Historic Core and, on lands that are less valuable or environmentally not suitable for alternative solutions, but where connections are provided to the Town Centre;</li> <li>• The submission highlights such lands, which were subject of planning ref: 17/1212 for an events car park. This land was also subject to an application for a sport pavilion building and playing pitches in 2012 however, the permission was not implemented as Scoil Bhríde Naofa (girls school) and Scoil na Mainistreach (boys school), are now amalgamated and the subject lands are no longer required by the school;</li> <li>• The current zoning of the lands is Open Space and Amenity but are of little amenity value due to their location between the Aldi service yard, Grey Abbey Road, Tully Road and the M7 Motorway, the submission requests that appropriate uses for the lands such as supporting infrastructure such as a car park;</li> <li>• Motorways reserves should be removed as they are not considered appropriate in a LAP;</li> <li>• The submission presents a summary of requests above in bullet points titled “Specific Requests”:                             <ul style="list-style-type: none"> <li>○ Ensure that the policies and objectives outlined in the LAP are in compliance with the CDP;</li> <li>○ The Local Authority should take account of what has happened in the Town to date, with regard to recent planning permissions (e.g. recent grant of planning</li> </ul> </li> </ul>



Sub. No.	Name	Summary of Submission
		<p>permission for Phase III of KTOV) as this will determine intended future land uses;</p> <ul style="list-style-type: none"> <li>○ Ensure that Kildare continues to benefit from the successful innovation of its retail offer provided by the KTOV;</li> <li>○ When developing adjacencies, permitted uses should be complimentary to those permitted in the Town Centre core area;</li> <li>○ The Local Authority should avoid the inclusion of “indicative” plans in the forthcoming LAP;</li> <li>○ A high standard of architecture must be supported;</li> <li>○ Create a healthy Town Core through the provision of an appropriate mix of traditional Town Centre uses;</li> <li>○ With regard to transport and movement, objective TO 3 and policy UD 4 be amended/revised;</li> <li>○ The LAP needs to acknowledge that the provision of pedestrian/cyclist links often requires land parcels that are in multiple ownerships. Therefore, it is not always within the ‘gift’ of individual developers to deliver such links;</li> <li>○ Facilitate parking on underutilised lands outside of the Historic Core, through appropriate land use zonings/matrix;</li> <li>○ Consider the provision of robust development such as supporting infrastructure i.e. uses such as a car park on the lands adjacent to and south of the Aldi store at Grey Abbey Road, Kildare Town on the outskirts of the Town Centre;</li> <li>○ The Grey Abbey Road Bridge and the Tully Road Bridge are located a short distance apart, and therefore it is submitted that to widen the motorway to this reserve land is impractical;</li> <li>○ Motorway reserves are not appropriate in built up urban areas and accordingly should be removed from the forthcoming LAP.</li> </ul>
28	<b>Soreze Developments Ltd.</b>	<ul style="list-style-type: none"> <li>● The subject lands extend to 2.948 hectares on the western side of Kildare Town;</li> <li>● Site history pertaining to the site comprised of a refusal by the Council and An Bord Pleanála (04/2672) for 76 dwellings for being premature by reference to the existing deficiencies in the foul and surface water sewerage facilities;</li> <li>● Permission was then granted in 2007 (06/1003) for 75 houses and under 07/2480 permission was granted for amendments to the scheme granted;</li> </ul>


Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• An extension of duration of permission was granted but never implemented;</li> <li>• The land designated for housing since 2001;</li> <li>• Under the 2001 LAP the site was zoned existing residential/infill and under the 2012 LAP zoned new residential and the submission requests that the zoning be retained;</li> <li>• The provision of new residential development on the site would accord with the National Planning Framework and the Kildare County Development Plan in particular objectives set out in Chapter 4;</li> <li>• The site is outside the historic core and not burdened by heritage related planning constraints;</li> <li>• Availability of efficient public transport links with elsewhere and would clearly provide an attractive location for future occupiers from across society in which to live;</li> <li>• Future new residents will have direct access to a comprehensive range of social, recreational, retail and entertainment facilities;</li> <li>• Reference is made to educational facilities as being adequate to cater for proposed development;</li> <li>• The factors which prompted the original designation of this land for housing development in 2001 and its subsequent zoning for such purposes in 2012 remain unchanged.</li> </ul>

Sub. No.	Name	Summary of Submission
		
29	<b>Adrian O Connor</b>	<ul style="list-style-type: none"> <li>• Lack of indoor facilities the deficit of leisure facilities, particularly a swimming pool;</li> <li>• A site should be allocated in the proposed Cherry Avenue park or in Magee Barracks;</li> <li>• Town is congested, poor traffic flow and blighted with traffic sign paraphernalia;</li> <li>• Collaboration with Iarnrod Eireann to replace bridges over and under the railway which are at capacity;</li> <li>• Inner ring road is needed as soon as possible.</li> </ul>
30	<b>Teresa Loughman</b>	<ul style="list-style-type: none"> <li>• Social and affordable housing should be provided at a ratio of 75%;</li> <li>• Need more doctors in the town;</li> <li>• Existing secondary school will not be able to cope with the additional growth;</li> <li>• A community/leisure centre is required;</li> <li>• The submission queries whether there is a traffic management plan proposed and whether the ring road would be constructed prior to the construction of the extra housing units;</li> <li>• Local bus service which would bring local people into the town centre, thereby making the retail units more viable.</li> </ul>
31	<b>Ciara Loughman</b>	<ul style="list-style-type: none"> <li>• Concerned over the increase in population and the lack of facilities;</li> <li>• Medical centre is already extremely busy;</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• Green spaces for sport clubs limited;</li> <li>• No incentive for businesses, with many shop units empty;</li> <li>• Traffic management requires attention;</li> <li>• Roads and paths in bad conditions, in particular Academy Street;</li> <li>• Welcomes the idea of the park at the National Stud incorporating art and culture.</li> </ul>
32	<b>Suzanne Loughman</b>	<ul style="list-style-type: none"> <li>• Density of housing too high;</li> <li>• Not enough amenities in the town to support a rising population;</li> <li>• Medical centre full to capacity and there is a need for more schools;</li> <li>• Paths and roads are in bad condition e.g. around Elm Park;</li> <li>• Existing infrastructure requires improvement i.e. not enough green areas even taking into consideration the proposed park near the National Stud;</li> <li>• Is there a plan to widen road or create new road for housing proposed for the area beside the cemetery (Dunmurray Road).</li> </ul>
33	<b>Bernadette Nolan of Kildare Town Swimming Pool Committee</b>	<ul style="list-style-type: none"> <li>• Facilities and infrastructure will have to be put in place to accommodate population increase;</li> <li>• Social infrastructure need to be improved and prioritised;</li> <li>• A swimming pool with other leisure facilities e.g. a gym can have a high social impact;</li> <li>• Quantity of open space is adequate, quality could be better;</li> <li>• Upgrade, enhance or reconfigure the parks and open spaces underutilised;</li> <li>• Why proceed with another park (Cherry Avenue Park) when a swimming pool would be better for the whole community.</li> </ul>
34	<b>Declan Crowe</b>	<ul style="list-style-type: none"> <li>• The plans for Maggee Barracks are in stark contrast to the current LAP, what is the point in setting out an LAP if it is not going to be considered;</li> <li>• Demolish the officer's mess would leave all trace of Magee Barracks obliterated and future generations will not know it exists – Officer's mess must be kept;</li> <li>• Concerned over the high density for the site;</li> <li>• All new development should have cycle paths incorporated in the design, which should lead to main roads;</li> <li>• New roads and upgrades to roads should have cycle paths;</li> <li>• Issues around medical cover, school places, traffic congestion and lack of social</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>infrastructure will only be exacerbated by new development and should be phased with the provision of facilities.</p>
35	<p><b>Round Towers G.A.A.</b></p>	<ul style="list-style-type: none"> <li>• There is a grave need to expand existing active recreational facilities and provide new ones;</li> <li>• The submission outlines that the following active recreational facilities have been lost between 1996-2016:               <ul style="list-style-type: none"> <li>○ GAA pitch – part of Magee Barracks lands;</li> <li>○ Soccer Pitch – part of the Magee Barracks lands;</li> <li>○ Pitch &amp; Putt Course – part of Magee Barracks lands;</li> <li>○ Gymnasium – part of Magee Barracks lands;</li> <li>○ School playing pitches – sold to Kildare Village Retail Outlet;</li> </ul> </li> <li>• The new post-primary school has an enrolment capacity of 1000 pupils and has one playing pitch, which is the only new pitch provided during the period 2016-2018 and is hard to get to use;</li> <li>• The population of Kildare under 25 years of age is in excess of 3,100 and badly needs active recreational facilities;</li> <li>• Round Towers GFC have only one full size pitch and one juvenile pitch in the town dating back to the 1930s, while the membership of the club is 710 and is wholly inadequate to cater for the member’s needs;</li> <li>• There is no possibility of funding permanent physical infrastructure and are therefore reliant on the Council in achieving cohesion, community development and active physical development for the good of the town as a whole;</li> <li>• The local neighbourhood park of 10 acres which can accommodate one playing field, allowing for reasonable setbacks from residential areas which could generate opposition to any formal pitch;</li> <li>• The submission suggests a 20-30 acre site which can accommodate several pitches and other ancillary facilities;</li> <li>• The submission requests the following objectives for the LAP:               <ul style="list-style-type: none"> <li>○ To protect and preserve existing active recreational playing pitches and grounds and to enhance their development;</li> <li>○ To identify and make available a new centre for active outdoor recreation</li> </ul> </li> </ul>

Sub. No.	Name	Summary of Submission
		containing pitches and with an ancillary pavilion to cater for changing rooms/meeting rooms and other indoor and outdoor sports.
36	<b>St. Brigid's Primary School Kildare Town</b>	<ul style="list-style-type: none"> <li>• The submission states that the lands adjacent to and immediately south of the Aldi store at Grey Abbey Road are in the ownership of St. Brigid's Primary School;</li> <li>• Scoil Bhríde Naofa (girls school) and Scoil na Mainistreach (boys school) known as the St. Brigid's Primary School, are now amalgamated;</li> <li>• Previous to the amalgamation the lands adjacent to Aldi were under consideration as a possible location for additional playing facilities, however the requirement for additional off site playing fields no longer exists. These lands are suitable for development.</li> </ul>
37	<b>Damien Costello (MOF Construction Ltd.)</b>	<ul style="list-style-type: none"> <li>• The submission relates to 2 hectares of land on Green Road;</li> <li>• It is requested that the subject lands are rezoned for use as high density residential development from agriculture;</li> <li>• To the north-east of the subject lands is high density residential development and to the southeast is the Great Southern Railway;</li> <li>• The submission provides a proposed layout for the subject lands and a proposed house type;</li> <li>• The site will be accessed through an existing housing development;</li> <li>• The speed limit on the road serving the land is 50kph;</li> <li>• Until recently the landholding appears to have been used as a training facility for racehorses but it is likely that these operations ceased due to the proximity of the bloodstock to the subject lands;</li> <li>• The lands are currently zoned for phase 2 zoning and the submission requests that lands are zoned for immediate development;</li> <li>• The land can be developed by installing a new pump station within the development to connect into the existing network where such capacity can be catered for;</li> <li>• There is water supply through the adjacent development;</li> <li>• The road has been subject to major upgrading works in recent years and a further residential development at the site would include further upgrading works to the traffic lanes at the railway bridge in addition to the footpaths where necessary for the duration of the town access route;</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• The submission states that there are the necessary services such as a local fire fighting service, waste and recycling collection service in the area, electricity supply, telecommunications and public transport;</li> <li>• The submission makes reference to a proposed new planning application that they received pre-planning advice on. Foul infrastructure was identified as an issue however it is noted that a pumping station would alleviate the issue.</li> </ul> 
38	<b>Kildare Chamber of Commerce</b>	<p>The submission outlines a number of objectives for delivery within the Plan.</p> <p><b>Tourism</b></p> <ul style="list-style-type: none"> <li>• Appropriately located designated coach parking;</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• Support the development of Kildare Town Tourist Office and prioritise the expansion of same to deliver a space that will include a commercial element that can underwrite the delivery and growth of this valuable service for the town;</li> <li>• Signage to link all tourism elements;</li> <li>• Develop St Brigid’s Cathedral as a focal point of Ancient East package;</li> <li>• Increase bed spaces;</li> <li>• Enhance equine legacy by appropriate place naming and installation of public art;</li> <li>• Enhance the military legacy by appropriate place naming and installation of public art;</li> <li>• Frontload development levies for the Cherry Avenue Park to attract further visitors;</li> <li>• Support Kildare Tidy Town in their efforts to maintain the public realm;</li> <li>• To fast track delivery of public realm projects identified through the Metropolitan Plan and stitch in recommendations from same into LAP;</li> <li>• To support the development of a cycle rental project to enable tourists to incorporate visits to Curragh, Irish National Stud &amp; Gardens and other close by tourism amenities when they visit;</li> <li>• To encourage and facilitate co-operative ventures among the key tourism stakeholders in the area, i.e. The Curragh, Irish National Stud and Gardens, and the Curragh Racecourse;</li> <li>• Cleaning and maintenance are in keeping with growth and busy times;</li> <li>• If car parking is removed from the Town Square that alternative convenient parking is delivered;</li> <li>• Meaningful and effective linkages to Retail Outlet are imperative for successful development of Kildare Town;</li> <li>• Prioritise delivery of signage at entrances to town in an effort to remove ambiguity about the location of Kildare Town, i.e. Kildare Town, home of the Kildare Village Retail Outlet;</li> <li>• Recognise the many successful festivals held in Kildare Town and their importance in developing the tourism sector, that the Council support and help to develop a Projects Committee that will act co-operatively in supporting the professional development of these events and secure their sustainability;</li> <li>• That an annual fund from rates be identified for the support of festivals in recognition of</li> </ul>



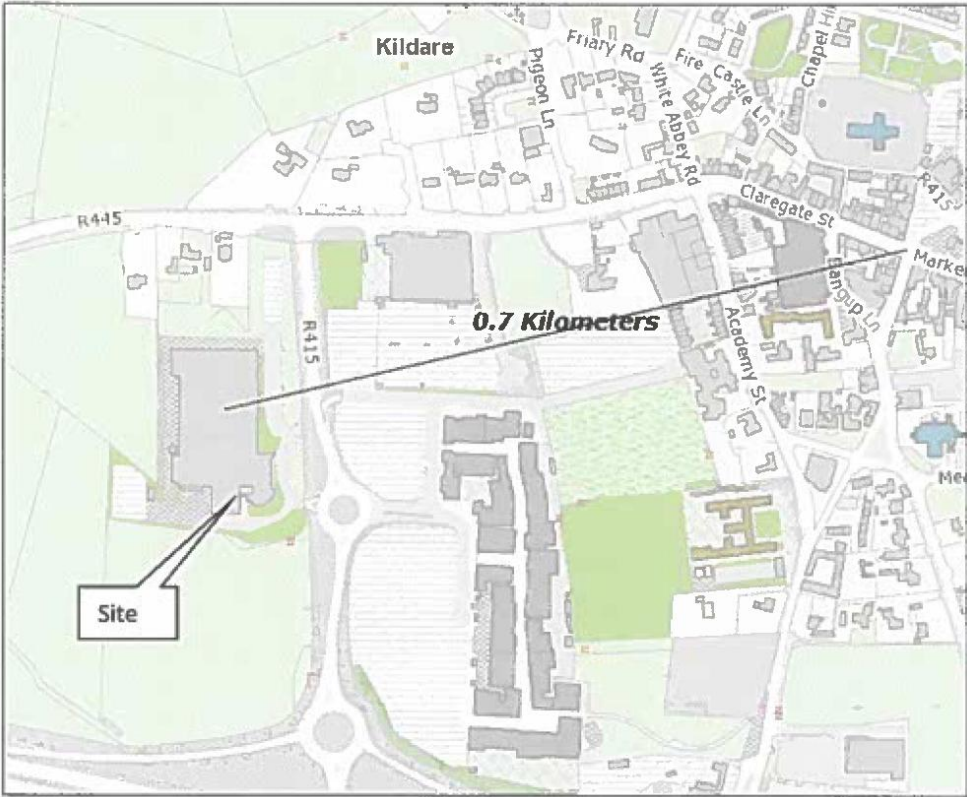
Sub. No.	Name	Summary of Submission
		<p>their importance in identifying Kildare Town as a Tourism Hub.</p> <p><b>Commercial</b></p> <ul style="list-style-type: none"> <li>• Appropriately zone to attract major employers;</li> <li>• Target commuters to the town;</li> <li>• Welcome the specialist cancer treatment centre and it highlights to other investors who want proximity to Dublin the suitability of the site;</li> <li>• Upgrade broadband;</li> <li>• Park and ride for commuters;</li> <li>• Development of office space;</li> <li>• Development of a hub for hot-desking;</li> <li>• Identify and zone appropriately, land for the development of small/medium industrial units that can support indigenous SME industry;</li> <li>• Provide appropriately located parking for commercial vehicles.</li> </ul> <p><b>Education</b></p> <ul style="list-style-type: none"> <li>• Schools are at capacity and cannot accommodate any further population increases;</li> <li>• Support the continued growth of both RACE and Irish National Stud, as two critical third level education centres for the equine industry;</li> <li>• Identify further school sites;</li> <li>• Delivery of sufficient pre-school facilities, co-location with other relevant services such as nursing homes and schools should be considered;</li> <li>• Magee Barracks should be considered for future educational needs given its location.</li> </ul> <p><b>Retail</b></p> <ul style="list-style-type: none"> <li>• Complimentary retail such as crafts, antiques have the potential but may need to be supported and promoted to kick start development;</li> <li>• Initiatives such as pop ups supported by appropriate festivals for antiques market and the cooperative management of retail space to mirror operations of Shopping Centre space management may be necessary to propel this demand. This should be an objective in the Plan with help from Leader and the LEO in conjunction with the Chamber of Commerce;</li> <li>• Protect and support hospitality sector;</li> <li>• Edge of town to be developed for commercial activity that cannot be supported in town</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>centre, (big box retail, garden centre etc.);</p> <ul style="list-style-type: none"> <li>• Edge of centre shall not undermine the primacy of town centre and its delivery of food offerings;</li> <li>• 21<sup>st</sup> century market be developed for market square, that will have capacity to attract visitors to town.</li> </ul> <p><b>Transport</b></p> <ul style="list-style-type: none"> <li>• That the findings of a Traffic Management Plan (TMP) be included (in the LAP);</li> <li>• Irish Rail need to identify their long-term needs and investments for the future;</li> <li>• That a meeting with Irish Rail be organised to discuss the potential dates for delivery of the Kildare Route project, the implications for same and the potential for relocating Railway Station to a location that will better facilitate growth.</li> </ul> <p><b>Support Services</b></p> <ul style="list-style-type: none"> <li>• Identify a matrix of necessary support services for growing population that can be used to determine if adequate services exists when new applications are considered. Items within the matrix should include, medical, education, recreation and amenity (for all age groups and broad spectrum of interest), cultural outlets, public health supports, retail, transport, sports club;</li> <li>• Set an objective to deliver the next Fire Station within the county in Kildare Town;</li> <li>• Identify recreation and amenity land;</li> <li>• Sports Campus that can be shared cooperatively among clubs such as the amenity in Kilcullen.</li> </ul> <p><b>Active Recreational Facilities</b></p> <ul style="list-style-type: none"> <li>• Need active recreational facilities that are fit for purpose, accessible and adaptable;</li> <li>• Multi-use of public buildings and land will become a priority given the costs;</li> <li>• The Cherry Avenue Park will not cater for active recreational needs;</li> <li>• The submission outlines the loss between 1996-2016 of recreational facilities at a time when the population doubled;             <ul style="list-style-type: none"> <li>○ GAA pitch – part of Magee Barracks lands;</li> <li>○ Soccer Pitch – part of the Magee Barracks lands;</li> <li>○ Pitch &amp; Putt Course – part of Magee Barracks lands;</li> <li>○ Gymnasium – part of Magee Barracks lands;</li> </ul> </li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>○ School playing pitches – sold to Kildare Village Retail Outlet;</li> <li>● The new post-primary school has one new pitch provided during 1996-2018;</li> <li>● A 20-30 acre site which can accommodate several pitches is required and an ancillary pavilion to cater for changing/meeting rooms and other indoor and outdoor sports.</li> </ul> <p><b>Residential Development</b></p> <ul style="list-style-type: none"> <li>● Delivered in a balanced and socially sustainable manner with regards to the needs of downsizing;</li> <li>● Regeneration of vacant property;</li> <li>● That apartment developments be delivered at a scale that can support a range of supports necessary to deliver quality standards of living for residents, to include underground car parks, recreation and amenity within the development, lifts, live in maintenance and management supports;</li> <li>● Lands identified for supported living and zoned for pre-school/crèche services;</li> <li>● High density be achieved without compromising on space within individual units;</li> <li>● Limited, specific town centre locations for serviced sites;</li> <li>● High levels of design with a palette of appropriate materials and a design manual to guide architects;</li> <li>● Certain renders over time have resulted in a serious and unsightly discolouration, materials need to be identified to avoid this legacy;</li> </ul> <p><b>Urban Realm</b></p> <ul style="list-style-type: none"> <li>● Public Realm Plan (underway) should be incorporated into the LAP;</li> <li>● Deliver a large number of public bins;</li> <li>● Identify public convenience availability for visitors;</li> <li>● Underground all cables and condition of all new developments to do likewise;</li> <li>● All cabling to be delivered in the least obtrusive manner possible and perhaps single ducting be installed;</li> <li>● Road surface within the town centre be denoted through use of distinctly coloured surface dressing (sand/red);</li> <li>● Historic entrance gates to Walled Town sites be identified and marked;</li> <li>● Art installations be promoted and supported for delivery throughout the town, to enhance</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>the tourism package;</p> <ul style="list-style-type: none"> <li>• Ducting for delivery of electricity that can support festivals and markets be identified as an objective.</li> </ul>
39	<b>Kildare Tourism Enterprise Centre Limited</b>	<ul style="list-style-type: none"> <li>• This submission relates to a site which extends to 3.38 ha which contains a large building (12,414 sq,m) which previously was occupied by Modus Link on Nurney Road;</li> <li>• It has a prominent location off the motorway;</li> <li>• Vacant for over a year and no success of finding new tenants;</li> <li>• The submission requests the site be zoned for a Retail (Warehouse) Park and would complement the established retail land uses Tesco/Outlet Village;</li> <li>• It is currently zoned Enterprise and Employment;</li> <li>• It would provide a gateway entrance;</li> <li>• It is stated that DBFL Consulting Engineers have determined that the proposed rezoning and subsequent development (83,520 sq.m) would not have an adverse impact on the surrounding road network or motorway interchange;</li> <li>• The town does not have any retail warehouse offering, and loses retail expenditure to Newbridge, Naas and Portlaoise;</li> <li>• The submission refers to the planning history on the site; 16/70 change from light industry to office granted, 17/1261 change entrance and provide a new two way road granted;</li> <li>• A masterplan was prepared for the lands as part of the 17/1261 application.</li> </ul> <p><b>Planning Context</b></p> <ul style="list-style-type: none"> <li>• The submission refers to the Retail Planning Guidelines for Planning Authorities 2012 and how a retail park is defined and that the guidance states there is a presumption against unless there is a need;</li> <li>• The submission makes a case for the ‘need’ based on the population growth in the county, the designated of Kildare as a Moderate Sustainable Growth Town and its position in the County Retail Hierarchy;</li> <li>• It refers to objectives in the County Plan that encourages expansion of retail offerings and develop and economic base to cluster attractions;</li> <li>• Reference also made to the Kildare Town Local Area Plan 2012-2018;</li> <li>• The submission describes the site as edge-of-centre given it is c. 10 minute walk from the</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>town centre;</p> <ul style="list-style-type: none"> <li>• New Road permitted adjoining site enables extensive frontage;</li> <li>• Site specific objective “to provide a retail (warehouse) park at the former Moduslink building on the Nurney Road”;</li> <li>• The submission states that the site should be included in the Southern Expansion Area;</li> <li>• Requests that Q1 zoning objective be changed to include retail (warehouse) park.</li> </ul> <p>The submission includes three enclosures and there are two items contained in the Appendix.</p> <p>Enclosures:</p> <ul style="list-style-type: none"> <li>• Masterplan for the lands prepared Loci Urban Design;</li> <li>• Roads masterplan prepared by DBFL Consulting Engineers;</li> <li>• Letter addressing traffic impact prepared by DBFL Consulting Engineers;</li> </ul> <p>Appendices:</p> <ul style="list-style-type: none"> <li>• Letter from Lisneys highlighting the limited appeal of the building for potential tenants;</li> <li>• Photomontages showing indicative images of new retail warehouse park.</li> </ul>

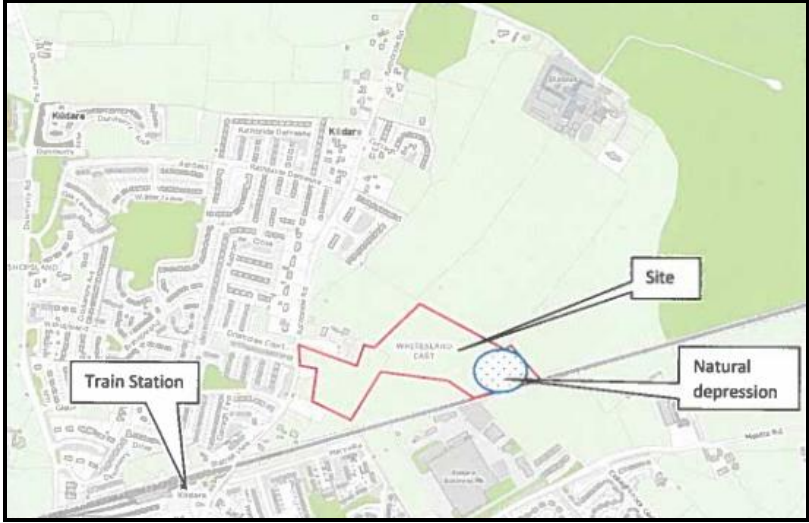
Sub. No.	Name	Summary of Submission
		
40	Joan Conlan	<ul style="list-style-type: none"> <li>• This submission relates to Greenfield lands either side of the Dunmurry Road;</li> <li>• They request the lands to the east side for residential development;</li> <li>• To the west side to provide residential instead of commercial and as follows:             <ul style="list-style-type: none"> <li>○ Include units for downsizing;</li> <li>○ Change phase 2 to phase 1;</li> <li>○ Keep the C1 zoned lands (8.56 ha);</li> <li>○ Expand C1 zoning to the west of the graveyard to facilitate the new road objective to the south;</li> <li>○ Relocate the educational/community zoning further north.</li> </ul> </li> </ul>


Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• The submission refers to the National Framework Plan 2040 and the requirement for private houses to address the housing crisis;</li> <li>• All the lands are within 1km from the train station;</li> <li>• The submission focuses on the lands that are within the current LAP boundary to the west of the road and the portion of land immediately north of Dunmurry Rise;</li> <li>• There is extensive residential development to the east side of Dunmurry Road;</li> <li>• The submission refers to the planning history pertaining to the site and surrounding area most notably the three concurrent Eurkon applications for 245 units which are still in the planning system;</li> <li>• The submission also makes reference to the extant permission detailed in the SHD application for Magee Barracks;</li> <li>• The planning history details make the case that there is a demand for new housing and therefore a need for further New Residential zoned lands;</li> <li>• The submission makes reference to various national and local guidance in particular the NPF and that the subject lands should be considered outside of the CSO boundary given their proximity, Rebuilding Ireland- Action Plan for Housing and Homelessness 2017 and the need to increase output of private housing, and the Sustainable Urban Residential Development Guidelines (2009) and where residential development should be located;</li> <li>• Reference is made to the emerging Regional Spatial and Economic Strategy;</li> <li>• Notes objectives in the County Development Plan 2017-2023 regarding residential development and densities;</li> <li>• The submission details the current zonings and the transportation and infrastructure objectives that relate to the subject lands;</li> <li>• Open to accommodating a neighbourhood centre on the K2 commercial lands;</li> <li>• The lands currently zoned K2 are ideal for residential given proximity to train station;</li> <li>• The lands currently zoned C2 lands north of the K2 zoned lands should be included in phase 1 given they are closer to the train station;</li> <li>• The lands to the west of the graveyard should be identified for residential development instead of the current E zoning objective. The latter could be relocated further north where the F zoning currently exists.</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>There are no constraints associated with the subject lands in the Kildare Town Local Area Plan 2012-2018;</li> </ul> <p>There is one Appendix attached to the submission which contains a land registry map of the landholding.</p> 



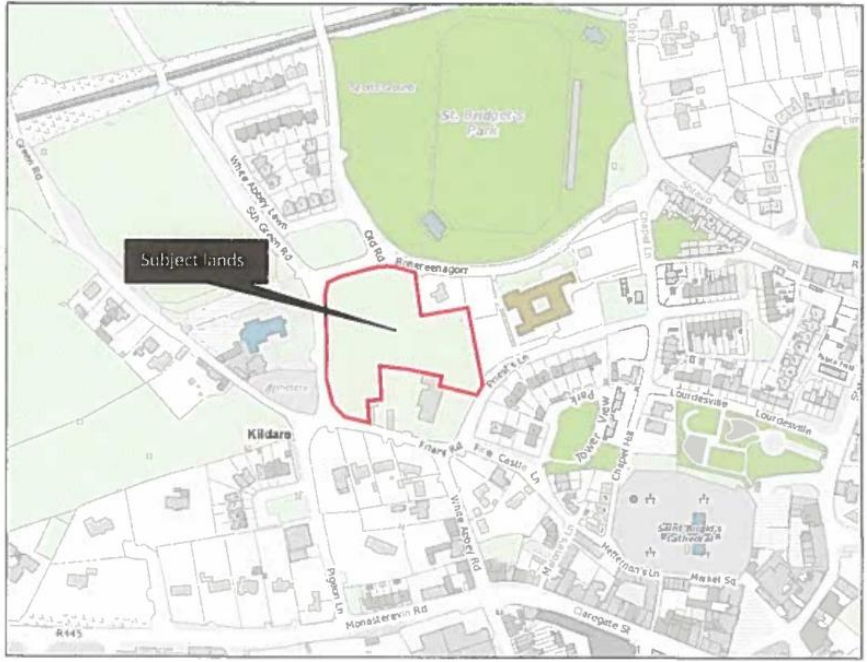
Sub. No.	Name	Summary of Submission
41	Cian and Stephen Conlan	<ul style="list-style-type: none"> <li>• The submission relates to subject lands that extend to 5.49 hectares on the east side of the Rathbride Road;</li> <li>• The lands are zoned for C1 residential but they have a density restriction and this submission requests its removal;</li> <li>• The submission also requests higher densities for C1 of 30 units/hectare (currently 20 units/ha) in line with the County Plan and national guidance;</li> <li>• A sizeable area of the subject lands cannot be developed without a large volume of imported soil to fill a large depression on the lands and at such in previous schemes has been left a public open space;</li> <li>• Permission has been granted for 74 dwellings under 17/1018 however the applicants are engaged in pre-planning for a Strategic Housing Development for 150 units on the site;</li> <li>• The submission makes reference to national guidance such as the National Planning Framework and that 30% of all new housing shall take place within the CSO settlement boundary of which this site is partly located;</li> <li>• Refers to Rebuilding Ireland – Action Plan for Housing and Homelessness 2017 where an increase in the output of private housing is sought;</li> <li>• Reference is made to the Sustainable Residential Development in Urban Areas Guidelines (2009) in terms of the requirement for higher densities to be near public transport nodes of which the subject site is located 560m from the train station;</li> <li>• Reference is made to the emerging Regional Spatial and Economic Strategy;</li> <li>• Notes objectives in the County Development Plan 2017-2023 regarding higher densities;</li> <li>• The submission outline reasons for removing the density restriction; the need for more private houses, the housing shortfall nationally, national planning guidelines stipulate minimum net residential densities of 30 units/ha for Greenfield land, the subject lands are located within 1km from the train station where higher densities are appropriate, there are no known constraints to development with the exception of works to achieve required sightlines;</li> <li>• The natural depression on the site will provide a transition zone between the site and the National Stud.</li> </ul> <p>There is one Appendix included with the submission which is the property folios associated with</p>

Sub. No.	Name	Summary of Submission
		<p>the subject lands.</p> 
42	<b>Cian and Stephen Conlon</b>	<ul style="list-style-type: none"> <li>• The submission relates to greenfield lands extending to 2.42 hectares on the east side of Rathbride Road and requests that the lands be considered for residential development;</li> <li>• The subject lands are currently zoned National Stud/Greenbelt and forms a buffer between the town and the Curragh plains; of which the land is the furthest from the Curragh;</li> <li>• It's noted that the Cill Dara golf course lies beyond the LAP boundary, rather than the Curragh itself in its natural form;</li> <li>• The lands are within 1km from the train station and makes reference to national guidance seeking to promote higher densities at this type of location;</li> <li>• The submission supports residential zoning on the site as it is accessible, 930m from town centre zoned lands, serviceable, has road frontage and does not have any constraints;</li> <li>• The site is considered an infill site given the location of permitted housing adjacent;</li> <li>• The site history pertaining to the site was outlined; 05/2015 was for a sports centre on</li> </ul>

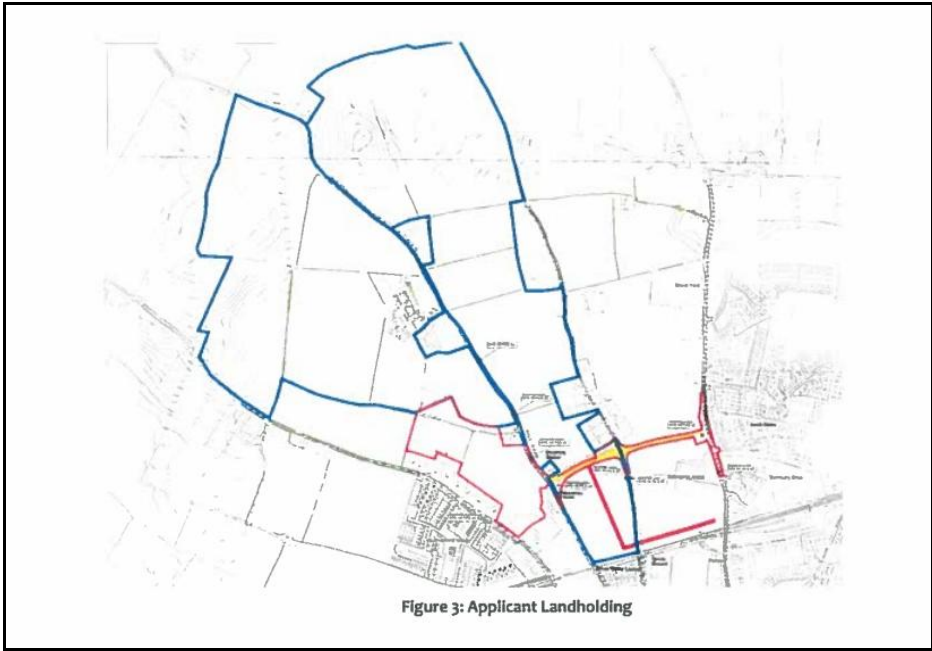
Sub. No.	Name	Summary of Submission
		<p>part of the land however the application was withdrawn and there has been applications for housing development in the vicinity of the site;</p> <ul style="list-style-type: none"> <li>• Provides a summary of planning permissions which are extant, constructed and applications pending decision;</li> <li>• Lands represent infill development and there are no known constraints with developemtn of the land;</li> <li>• Three items have been attached to the submission; a copy of the place map for the site and two folio maps.</li> </ul> 
43	RSR Kildare (Ireland) Ltd.	<ul style="list-style-type: none"> <li>• The submission relates to a site which extends to 1.01 hectares at Bothair Na gCorp;</li> <li>• The lands are currently zoned Community and Education with a specific objective for a nursing home or housing for the elderly of which there is no identified need;</li> <li>• Identified by two An Bord Pleanála inspectors as being most suited to residential use;</li> <li>• The subject site is located within the CSO defined boundary, 560 m from the train station and 365m from the town centre; serviced and accessible;</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• The sensitivity of the site given its proximity to protected structures is noted and a high quality residential scheme prepared by conservation architects would be required;</li> <li>• The submission outlines the planning history for the site noting that a 90 bed nursing home was refused (PL.09.246006) for design and impact on the setting along with the design function of the building which would result in loss of light;</li> <li>• The inspectors report notes that the site is a key infill site that should be developed and an architectural design brief should be submitted for the site;</li> <li>• Permission was also refused by the Bord (PL.09.213539) for a mixed use development comprising; a supermarket, retail units, apartments and offices;</li> <li>• The reason for refusal include overdevelopment, poor quality design, negative impact on adjoining protected structures, and premature given the deficiency in sewerage facilities;</li> <li>• The Bord also refused another mixed use development (PL.09.208107) comprising retail, five apartments and parking;</li> <li>• The reasons for refusal related to the lack of any residential element, extensive areas of surface car parking between its building line and its road boundary and its detailed design;</li> <li>• Permission was granted under 98/1721 for 14 dwellings but was never implemented;</li> <li>• The submission gives an outline of constructed, extant and lodged planning applications;</li> <li>• 30% of all new housing shall take place within the CSO settlement boundary of which this site is located;</li> <li>• Refers to Rebuilding Ireland – Action Plan for Housing and Homelessness 2017 where an increase in the output of private housing is sought;</li> <li>• Reference is made to the Sustainable Residential Development in Urban Areas Guidelines (2009) in terms of the requirement for higher densities to be near public transport nodes of which the subject site is located 560m from the train station;</li> <li>• Notes the County Development Plan 2017-2023 objectives and also that surplus residential zoning in Kildare Town but consideration to uncommitted zoned lands most suitable , with brownfield sites and proximity to the train station should be considered;</li> <li>• The site is located within the Zone of Archaeological Potential and there is a Church which is a Protected Structure to the west;</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• There are important views from the site to the Church, Round Tower and the Cathedral;</li> <li>• The subject lands are within walking distance of both a primary school (900m), a secondary school (1,200m) and within walking distance of a large employment zone to the south-west of Kildare Town;</li> <li>• Kildare has the youngest age profile of any county in the State and HSE data highlights a greater surplus of nursing home beds over the identified need in Kildare compared to any other county in the state. Vacancy rate in established nursing homes currently operating in and adjacent to Kildare Town affirm this surplus;</li> <li>• Kildare County Council’s own Housing Need Assessment shows that there is no identified need for a residential scheme of individual housing exclusively for the elderly;</li> <li>• Three items have been attached to the submission; a copy of folio map for the site, an assessment as to lack of need for nursing home or housing exclusively for the elderly and an indicative sketch proposal and photomontage for an apartment scheme.</li> </ul>

Sub. No.	Name	Summary of Submission
		
44	<b>Makros Limited</b>	<ul style="list-style-type: none"> <li>• Makros Limited are one of a number of landholders in a strategically located parcel of land in Kildare Town to the north of the Dublin-Cork Railway line, with convenient access to the national motorway;</li> <li>• The subject lands extends to approx. 91 hectares;</li> <li>• Kildare Town is a strategic and serviced location; as it is located on a strategic rail and road network and is adequately serviced from a wastewater perspective;</li> <li>• The subject lands are located between 500m and 1.5k from Kildare Train Station;</li> <li>• The transport infrastructure servicing the site provides inter-urban routes to connect centres of economic activity, forms the most significant Public Transport Network in the country for inter urban trips and provides a freight transport network for the country;</li> <li>• The submission refers to an accompanying report prepared by Future Analytics Consulting which provides population analysis and forecasting which they state confirms</li> </ul>

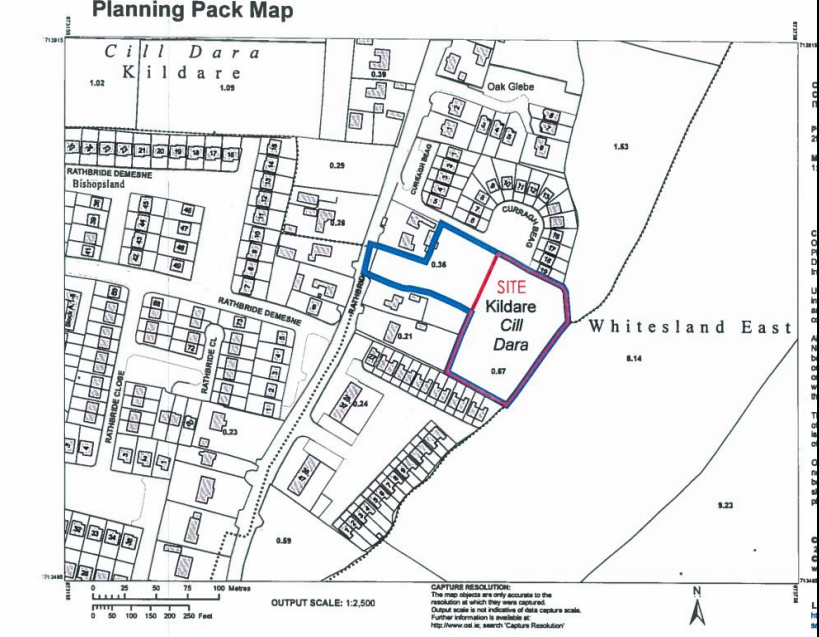
Sub. No.	Name	Summary of Submission
		<p>the requirement for the continuation of zoned, serviced lands in Kildare Town;</p> <ul style="list-style-type: none"> <li>• Kildare’s (Kildare County) position is jeopardised by an undersupply of housing which limits the attractiveness as a base for industry and employment;</li> <li>• Kildare Town’s location along the M7 transport corridor and high frequency train line, make it a key asset for future growth;</li> <li>• From 2016-2028 there will be a minimum requirement to deliver 850 residential units and accounting for headroom brings the figure to 1,066 units;</li> <li>• The figures referred to address ‘internally generated’ demand for housing and do not take account external drivers which can further stimulate demand;</li> <li>• The subject lands are Tier 1 ‘ready to go’ as per the definition of the National Planning Framework;</li> <li>• Failure to accommodate and promote development sites that are appropriately zoned, have adequate access to necessary infrastructure and have a pro-active development team willing to develop that site would represent a significant mis-use on infrastructure investment;</li> <li>• The submission refers to the ‘Smarter Travel – A Sustainable Transport Future 2009 – 2020 and its vision for sustainability on transport as supporting strategic policy;</li> <li>• The submission outlines the recent planning history for the subject lands under 17/764 for 187 units and a key distributor road;</li> <li>• The submission outlines the current zoning of the site as per the current LAP and the associated text within the plan on phasing;</li> <li>• Reference is also made to the infrastructure constraints outlined in the South Green Area Action Plan 2004 and how they were addressed through a planning application 07/1450 and a Part 8 application and it is now stated that there is no impediment to development of the subject lands;</li> <li>• The vision for the LAP should include the provision of sustainable, well located development at appropriate densities which capitalise on the efficiencies provided by existing infrastructure;</li> <li>• The subject lands are well placed to take advantage of existing infrastructure and would be inappropriate to not have a return on investment on infrastructure such as the wastewater treatment plant opened in 2013;</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• In terms of movement and transport, permission now exists for the Southern Internal Link Road and all associated upgrade and junction works and these should be included as objectives in the Draft LAP;</li> <li>• In terms of housing and community South Green remain the preferred location and the most recent application will deliver a crèche facility which shows evidence of front loading necessary infrastructure.</li> <li>• With regards open space and amenities a portion of the subject lands are currently zoned for open space and are happy for this to remain. They also state that a significant greenway and bicycle route is envisaged through the subject site, along with a number of pocket parks and open space areas serving the immediate and wider community;</li> </ul> <div data-bbox="865 675 1791 1321" style="text-align: center;">  <p>Figure 3: Applicant Landholding</p> </div> <p>The submission is accompanied by a Housing Needs Assessment and population analysis prepared by Future Analytics which highlights the following:</p>




Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• An analysis of the housing market in County Kildare with regards sale transactions and prices in relation to incomes in the county;</li> <li>• Kildare’s housing vacancy level fell from 8% to 5.9% from 2011 to 2016 of the GDA this was the greatest drop highlighting the demand for housing;</li> <li>• The submission highlights the substantial population growth stating that in the last 20 years the percentage growth is higher than County Dublin, the GDA and the State;</li> <li>• In the last 20 years Kildare Town expanded by 101.8% surpassing the growth of the rest of Kildare and the wider region;</li> <li>• The estimated projected population growth would see an increase of 14.4% (1,284) in the 10 years to 2028; bringing the population of approx. 10,199;</li> <li>• They state that the minimum housing requirement in terms of ‘internally generated’ will result in an absolute minimum of 850 residential units to 2018 and 1,066 units with headroom built in;</li> <li>• External drivers, like proximity to Dublin, house price/type/supply, or a preference to live in Kildare could impact/augment this requirement;</li> <li>• The submission that that there are currently 1,465 units in the pipeline decision pending, under appeal, granted planning and commenced construction but incomplete, however it is considered that all schemes will reach completion;</li> <li>• ‘Pent-up’ demand has not been catered for between 2014-2018;</li> <li>• The lands at South Green have the ability to meet the demand and additional demand.</li> </ul>
45	<b>Dominic McGinley</b>	<ul style="list-style-type: none"> <li>• This submission suggests an additional train station in the vicinity of the proposed Office Park/Phase 2 Industrial Park and that adding a second train directly alongside the proposed Office and Industrial parks would provide support for heavier industry that would have direct access to one of the country’s main rail lines, unlocking the potential of the sites;</li> <li>• A move towards hot-desk facilities would facilitate IT workers using a direct train connection from both directions of the rail line to use this area as a hub, thereby allowing people to remain nearer to home but still have access to high-speed IT infrastructure;</li> <li>• A second train station would benefit residents of Phase 1 and 2 new neighbourhoods to the north of that area;</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• The existing train station is constrained by the road system, a separate train station would alleviate potential road-traffic bottlenecks;</li> <li>• The submission suggests the development of a Military History Museum in the town centre, perhaps making use of the old courthouse building or other available commercial premises, helping to rejuvenate existing vacant properties;</li> <li>• The submission suggests that it would benefit tourism and could be developed as an adjunct to the existing Curragh Military Museum located at the Curragh Camp.</li> </ul>
46	Maurice Meaney	<ul style="list-style-type: none"> <li>• This submission is in respect of lands at Rathbride Road (R415), Whitesland, Kildare;</li> <li>• The total area of lands proposed to be re-zoned is 0.6606 hectares (1.63 acres);</li> <li>• The request a change of land use from agricultural to residential;</li> <li>• The entrance to the lands will be from the Rathbride Road (R415) through their adjoining landholding currently zoned Existing Residential;</li> <li>• The lands are sandwiched between the Curragh Beag Housing Estate to the north and Cloghgarret Housing Estate to the south;</li> <li>• The lands are in grass, with mature hedgerow and ESB power lines traversing the lands;</li> <li>• The submission makes reference to key proposals on the National Planning Framework in terms of provision of jobs and homes and makes reference to the Kildare County Development Plan 2017-2023 in terms of Kildare being a moderate sustainable growth town, core strategy, sequential approach and housing allocation growth of 4.7%;</li> <li>• The submission makes reference to existing services in the regional road directly adjoining the subject site and the land can be easily serviced and would be considered infill, almost brownfield;</li> <li>• Refers to the lands being zoned New Residential in the Kildare Local Area Plan 2002;</li> <li>• Sufficient land should be zoned to ensure goals, policies and objectives of LAP;</li> <li>• Rezoning the subject site will enable sufficient residential land to accommodate the growing population;</li> <li>• The submission states that the subject site is in close proximity to Kildare Railway Station, on a major regional route (R415), close to a public transportation route (700m), within walking distance of the town centre (1,200m), infill development, orderly development and a sustainable proposal.</li> </ul>

Sub. No.	Name	Summary of Submission
		
47	<p><b>The Irish National Stud Designated Activity Company</b></p>	<ul style="list-style-type: none"> <li>• This submission makes reference to improving linkages with the town to the National Tourism Hub;</li> <li>• The Slí na Slainte connects the town centre with the stud and the Kildare Village Shopping Outlet and they suggest additional lighting, a wider pedestrian walkway which could possibly double up as a cycle way;</li> <li>• They indicate their intention to develop the site known as the ‘Granary’ to provide a rest stop on the walkway;</li> <li>• They propose a coffee shop/retail store and self catering accommodation;</li> <li>• They highlight the lack of overnight bed space in the area as a serious limiting factor in attracting people for a longer visit;</li> <li>• They state that 127,000 visitors to the stud per annum and if they can keep them in the area overnight they would be able to direct them to the town and surrounding amenities</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>thereby having a significant economic impact for the town;</p> <ul style="list-style-type: none"> <li>• It suggest a direct pathway between the new park and recreation development to the town and the Slí na Slainte which would further enhance the walking/cycle amenity, which would result in a path connecting the National Stud through the park to the Curragh at the east side of the town;</li> <li>• The Stud supports the proposed Kildare Town Northern Link Street and South Green Area Access Improvement Scheme which will enhance the linkage from the train station to the Tourism Hub and The National Stud;</li> <li>• The submission suggests additional shuttle services between major amenities of the town and surrounding areas to attract people to come and stay and spend money;</li> <li>• The submission refers to the town’s heritage and believes that by improving linkages the story can be told more easily;</li> <li>• The development of the Granary can provide a viewing point across to Black Abbey, Round Tower and Cathedral and other heritage points along the walkways such as Solas Bride, St. Bridget’s Wells, Black Abbey and the Stud;</li> <li>• The submission also requests that the green belt line be redrawn as the current drawing divides the stud internally.</li> </ul>

Sub. No.	Name	Summary of Submission	
			 <p data-bbox="751 776 1701 906"> <i>Granary Building with potential to be developed as per submission.</i>  <i>→ New line referred to in submission</i> </p> <div data-bbox="1701 266 1974 906"> <p>Scale:</p> <p>Date:</p> <p>Ordinance Su All rights res Licence No.: (Kildare Cou</p> </div>
48	Meath County Council	Acknowledgment of the correspondence received and has no comments to make.	