

Chief Executive's Report

On submissions received to the

Draft Leixlip Local Area Plan 2017-2023



Planning Department
Kildare County Council
3rd July 2017



Planning Department, Kildare County Council.

TABLE OF CONTENTS

PART I

1	INTRODUCTION.....	1
1.1	LEGISLATIVE REQUIREMENTS	1
1.2	PUBLIC CONSULTATION.....	1
1.2.1	Public Consultation Events	1
1.2.2	Submissions Received	2
1.3	CONTENT OF CHIEF EXECUTIVE’S REPORT	2
1.4	NEXT STEPS	2
2	LIST OF PERSONS / BODIES WHO MADE SUBMISSIONS.....	4
3	SUMMARY OF SUBMISSIONS FROM PRESCRIBED BODIES AND CHIEF EXECUTIVE’S RESPONSE TO THE ISSUES RAISED	26
3.1	DEPARTMENT OF HOUSING PLANNING, COMMUNITY AND LOCAL GOVERNMENT	26
3.2	DEPARTMENT OF EDUCATION AND SKILLS	27
3.3	NATIONAL TRANSPORT AUTHORITY (NTA).....	29
3.4	TRANSPORT INFRASTRUCTURE IRELAND (TII)	29
3.5	ENVIRONMENTAL PROTECTION AGENCY (EPA).....	31
3.6	IRISH WATER	36
3.7	AN TAISCE	37
3.8	SOUTHERN REGIONAL ASSEMBLY.....	40
4	SUMMARY OF ALL OTHER SUBMISSIONS AND CHIEF EXECUTIVE’S RESPONSE	41
4.1	INTRODUCTION (CHAPTER 1).....	42
4.2	LEIXLIP IN CONTEXT (CHAPTER 2)	43
4.3	VISION FOR LEIXLIP (CHAPTER 3)	44
4.4	CORE STRATEGY (CHAPTER 4)	46
4.5	URBAN CENTRE AND RETAILING (CHAPTER 5).....	55
4.6	ENTERPRISE, ECONOMIC DEVELOPMENT & TOURISM (CHAPTER 6)	60
4.7	HOUSING & COMMUNITY (CHAPTER 7)	65
4.8	MOVEMENT & TRANSPORT (CHAPTER 8).....	72
4.9	INFRASTRUCTURE & ENVIRONMENTAL SERVICES (CHAPTER 9).....	81

4.10 BUILT HERITAGE (CHAPTER 10).....	85
4.11 NATURAL HERITAGE, GREEN INFRASTRUCTURE & STRATEGIC OPEN SPACES (CHAPTER 11).....	89
4.12 KEY DEVELOPMENT AREAS/ MASTERPLAN AREAS (CHAPTER 12).....	95
4.13 IMPLEMENTATION (CHAPTER 13)	106
5 SUMMARY OF SUBMISSIONS THAT SEEK AMENDED ZONING AND CHIEF EXECUTIVE'S RESPONSE.....	112
5.1 LANDS AT CONFEEY	112
5.2 COLLINSTOWN	113
5.2.1 Collinstown Stud.....	113
5.2.2 James and Terence Kelly, Collinstown.....	114
5.2.3 Cyril O'Brien, 'Penny Cottage'	114
5.2.4 Killross Properties Ltd.....	115
5.2.5 Killross Properties Ltd., Maranon and Jimmy Kelly, Collinstown	116
5.3 JAMES AND MARY KELLY, KILMACREDOCK	118
5.4 LEIXLIP DEMESNE	119
5.5 LANDS ADJACENT TO ST CATHERINE'S PARK	120
5.6 MISCELLANEOUS ISSUES.....	120
6 RECOMMENDED MATERIAL ALTERATIONS TO DRAFT LEIXLIP LOCAL AREA PLAN 2017-2023	122

LIST OF TABLES

Table 2.1 – List of Persons / Bodies that Made Submissions.....	4
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PART II

SUMMARY OF SUBMISSIONS

1 INTRODUCTION

This report relates to submissions and observations received from the public and prescribed bodies following the publication of the Draft Leixlip Local Area Plan 2017-2023 (the Draft LAP) under Section 20 of the Planning and Development Act 2000 (as amended).

1.1 LEGISLATIVE REQUIREMENTS

Under the Planning and Development Act 2000 (as amended), the Chief Executive is required to prepare a report on the submissions and observations received in respect of the Draft LAP and Environmental Reports, and to make recommendations in relation to the Draft LAP, taking into account the proper planning and sustainable development of the area, the statutory obligations of the local authority and relevant policies or objectives of the Government or of any Minister of the Government.

1.2 PUBLIC CONSULTATION

The Draft LAP was placed on public display for 6 weeks from the 10th April to the 22nd May 2017. Notification of the Draft LAP was published in the Irish Independent on the 10th of April and a copy of the notice was published in the Liffey Champion on the 14th of April. Notifications were placed on Kildare County Council social media accounts (i.e. Facebook and Twitter).

Copies of the Draft Plan were made available for inspection in Leixlip Library, Captain's Hill, Leixlip and at Áras Chill Dara in Naas. The Draft LAP was also available on the County Council's website. The following statutory documents were placed on public display with the Draft LAP:

- An Environmental Report on the likely significant effects on the environment of implementing the Local Area Plan - pursuant to the Planning and Development (Strategic Environmental Assessment) Regulations 2004 – 2011;
- A Natura Impact Report - pursuant to the EU Habitats Directive (92/43/EEC); and
- A Strategic Flood Risk Assessment – pursuant to Section 28 of the Planning and Development Act 2000 (as amended).

The Draft LAP and Environmental Reports were sent to prescribed bodies, including government departments and agencies, as required by the Planning and Development Act 2000 (as amended).

1.2.1 Public Consultation Events

Two public consultation events were held in Leixlip during this public display period, where members of the public were invited to attend drop-in public information sessions from 3pm to 7pm on Tuesday the 2nd of May in Leixlip Library and Wednesday the 10th of May in The Courtyard Hotel, Main Street, Leixlip. Approximately 300 members of the public attended these events to meet Council officials to discuss the Draft LAP. Large display maps and copies of the Draft LAP and Environmental Reports were also available to view by members of the public.

1.2.2 Submissions Received

In total 1914 no. submissions were received during the public consultation period, including 8 no. from government departments and agencies.

- 1021 same issue submissions regarding protection of St. Catherine's Park (761 no. + 258 no. 'round robins'),
- 523 individual submissions, including 8 from statutory authorities,
- 346 submissions in support of the Leixlip Community Group submission, and
- 24 submissions from residents of Wogansfield.

1.3 CONTENT OF CHIEF EXECUTIVE'S REPORT

The Chief Executive's Report is set out in two parts as follows:

Part I

- | | |
|------------|---|
| Section 1: | Introduction |
| Section 2: | List of persons or bodies who made submissions/observations. |
| Section 3: | Summary of issues raised in submissions and observations from prescribed bodies and the Chief Executive's response and recommendations in relation to the proposed LAP. |
| Section 4: | Summary of issues raised in submissions and observations from all other persons or bodies and the Chief Executive's response and recommendations in relation to the proposed LAP. |
| Section 5: | Recommended Material Alterations to Draft Leixlip Local Area Plan. |

Part II

Detailed summary of each submission

1.4 NEXT STEPS

Within six (6) weeks of receiving the Chief Executive's Report, the Members of the Council must consider the Draft Local Area Plan and the Chief Executive's Report. Following consideration, the Members may, as they consider appropriate, by resolution, make, amend or revoke the LAP.

If the Members decide to materially alter the Draft LAP, a further period of public consultation will be necessary and the planning authority must screen the proposed material alterations to determine if a Strategic Environmental Assessment (SEA) or Appropriate Assessment (AA) or both are required

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

The public display period for any Material Alterations is a minimum of four (4) weeks. Submissions or observations with respect to the proposed Material Alterations will be taken into account, before the LAP is made. The Elected Members must consider proposed Material Alterations to the Draft LAP, any Environmental Reports and the Chief Executive's Report on any submissions received and decide whether to make the Draft LAP with or without the Material Alterations.

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

Section 20(3) of the Planning and Development Acts 2000 to 2014 (as amended) states that the Members of the Council are restricted to:

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

2 LIST OF PERSONS / BODIES WHO MADE SUBMISSIONS

1914 no. submissions and observations were received during the prescribed public consultation period. A list of all persons/bodies that made submissions or observations on the Draft LAP during the prescribed public consultation period is set out in **Table 2.1**. A summary of the submissions received is included in **Part II** of this report.

Table 2.1– List of Persons / Bodies that Made Submissions

1	Dept of Housing, Planning, Community & Local Government
2	Dept of Education & Skills
3	National Transport Authority
4	Transport Infrastructure Ireland
5	Environmental Protection Agency
6	Irish Water
7	An Taisce
8	Southern regional Assembly
9	Frank O'Rourke TD & Cllr. M Coleman
10	Catherin Murphy TD & Cllr. A Larkin
11	James Lawless TD
12	Cllr. Joe Neville
13	Cllr. Sorcha O'Neill
14	Ruth Coppinger TD
15	Cllr. Joanne Pender
16	Wogansfield Residents Assoc.
17	Ann Field
18	Sean O'Casaide
19	Collinstown Stud
20	Patrick Freaney
21	Brendan O'Dea
22	Andrius Ramanauskas
23	Eileen Boyle
24	Enda Egan
25	John Greene
26	Sean Rogers
27	Tara Martin.
28	Jim & Barbara Donnan.
29	K Conway
30	Deirdre Lane
31	Mary Hopper
32	Amy McBride
33	Jennifer MInogue
34	Patrick Nugent.
35	Mary Nugent
36	Martin Nugent
37	Leighann Nugent
38	Clodagh Nugent
39	Valerie Colton
40	Lynn Carroll
41	Niall Carroll
42	Joseph Fitzpatrick
43	Karen Ormond
44	Danny Ormond
45	Theresa Hanrahan
46	Robert Ormond
47	Emily Ormond
48	S McNamara, P O'Sullivan, D Kelly, T Downey, P Shinnors, J Kelly
49	Susan Barnes
50	Paul Gorry
51	Natasha Page-Wood
52	Joe Close
53	Vincent Greene
54	E Kelly
55	P Kelly
56	Barry Healy Cunningham
57	Ciara Dardis
58	Sharon Keogh
59	Graham Wood
60	Joe Bergin
61	John Kelly
62	Cliona Kelly Scull
63	Julia Healy Cunningham
64	Kevin Byrne
65	Aine Tobin
66	Kath Bynre
67	Conor Campion
68	Venkata Jampana
69	Colm Fitzsimons

70	Daniela Richterova
71	John Keaney
72	Melanie Hall
73	Andrew Thomas
74	Liam Coleman
75	Terry Coleman
76	Joanne Lynch
77	Stephen Lynch
78	Keelin Kane
79	Carolanne Kelly
80	Tanya Hughes Nutley
81	Dominic & Vanesha Flaherty
82	Shannon Homes
83	Sarah Barrett
84	Ben Barrett
85	Michelle McDonagh
86	Gary McDonagh
87	Fallon Connor
88	Adrian Rush
89	Peter Sweetman
90	Stephen Cronin
91	Paul Hendrick
92	Declan Kenny
93	Emanuele La Rocca
94	Lorcan Fahy
95	Rosanna Landers
96	Jessica Scanlon
97	Brenda Conway
98	Adele Dempsey
99	Ian Dodd
100	Anne Fitzpatrick
101	Mick Fitzpatrick
102	Colina McGarry
103	Orla Maher
104	Aoife O'Neill
105	Lynn Brennan
106	Judy Miller
107	Carol Byrne
108	Andrew Byrne
109	Willie Healy
110	Aoife Aherne
111	Mary Purcell
112	Rachael Fox
113	Ella Fitzpatrick

114	Jacqueline Brunton
115	Aisling Coffey
116	Maria Fallin
117	Declan Purcell
118	Laura Mchendrie
119	Sheila Brunton
120	Fionan O'Carroll
121	Rian Condron
122	Adam Hodgkinson
123	Amanda Fitzpatrick
124	Tony Collins
125	Lea Carroll
126	Maeve Townsend
127	Siobhan McCabe
128	Dalia Prekeviciute
129	Clare Whelan
130	Ciara Brennan
131	Cathal McGing
132	Marion Quill
133	Conlin Walsh
134	Mary Brennan
135	Edel Whelan
136	Anna Spence
137	John Davis
138	Elaine Brunton
139	Philip Byrne
140	Jordan Donnelly
141	Caitriona Gorman
142	Kirstin Smith
143	Amanda Hughes
144	Susan Donaghy
145	Bianca Barton
146	Amy Watkins
147	Paul Byrne
148	David Lavin
149	James Connolly
150	Sarah Smyth
151	Knockaulin Residents Assoc
152	David & Sharon McGee
153	Fiona Holmes
154	Denise Guinee
155	Kerstin Glueck
156	Lisa Duncan
157	Gary Harpur

158	Elaine Mooney
159	Mark Ward
160	Barry Donaldson
161	Celene Myles
162	Angela Rawat
163	Robert Cullen
164	Ross Murray
165	David Farrelly
166	Karl Harpur
167	Bobby Harpur
168	Colette Murphy
169	Sinead Murphy
170	Patrick & Bernette Burgess & Family
171	Carmel Grant
172	Aimee Kearney
173	Mary Pears
174	Niall Coffey
175	George Murray
176	Peter Fitzpatrick.
177	Caoimhe Cummins
178	Orlagh Murray
179	Jason Harlow
180	Bert Carruthers
181	Aoife Sullivan
182	Sean Cronin
183	Mary Howard
184	Emma Sweetman
185	Ciara McCormac
186	Niamh Farrelly
187	Karina Power
188	Lorrain Grange
189	Dee Grehan
190	Paul Farrell
191	Dave Lundy
192	Aidan Jordan
193	Aisling Curtin
194	Alex Quigley
195	Blathnaid Nicholson
196	Joanne Keane
197	Elaine Morrison
198	Aideen Lee
199	Karl Cassells
200	Rita Tighe
201	Moya Ni Cheallaigh

202	Maeve Kerrigan
203	Brian Tighe
204	Alison Field
205	Merissa Guest
206	Deborah & Rodof Kerkman
207	David Drinkwater
208	Allan Dunne
209	Gerry Dunne
210	Noelle Dunne
211	Barry Mahady
212	Robert McCarthy
213	Eugene O'Neill
214	Mike & Angela Parle
215	Noel Chambers
216	Bernadette Murray
217	Mandy Jackson
218	Neil Caldwell
219	Noel Cosgrove
220	Orla Matthew
221	Fiona Fennelly
222	Rachel Henderson.
223	Leixlip Planning Alliance
224	Andrew Connolly
225	Shane Smith
226	Emma Connolly
227	Eamonn Olwill
228	Jim Curran
229	Leixlip Youth Project
230	Tom Byrne
231	Patrick Hogan
232	Sara Curtin
233	Anne Walsh
234	John Fitzgibbon Moore
235	Eavan Roche
236	Noreen Olwill
237	Isobel & Bruno Lucas
238	Rachael Adderley
239	Ronan Slattery
240	Doireann Ni Bhaoill
241	Deirdre Walsh
242	Joan Balfe
243	Robert Tobin
244	Tony Carpenter
245	Aidan Jordan

246	Ger Byrne
247	Simon Pentz
248	Kevin Hynes
249	Margaret Dunne
250	Ruth Killeen
251	Rachel Faughnan
252	Jenny Bracken
253	Sorcha Dunne
254	Aine Fuller
255	Terry Breen
256	Tom Halligan
257	Orla Kelly
258	Brendan Casey
259	Alan Healy Cunningham
260	James O'Brien
261	Stephanie Buchanan
262	Robert Morrison
263	Jennifer Kavanagh
264	Atlane Whelan
265	Emma Christian
266	Connie Hegarty
267	Sandra Whelan
268	Sean McMahan
269	Rachael Whelan
270	Anne Bennett
271	Louise Glennon
272	Kevin Murphy
273	Teresa Ho
274	Maureen Carroll
275	Jim Carroll
276	Gareth Molloy
277	Maria Rice
278	Aoife Keane
279	Berni Brennan
280	Clare Etherson
281	Shay & Antoinette Kirk
282	Jennifer Dawson
283	Geraldine Doherty
284	Jennifer Cassells
285	Keith Cribben
286	Maris Kapostins
287	Andrew Matthews
288	Michael Rooney
289	Paul Rooney

290	Damien Flood
291	Christine Fitzpatrick.
292	Ann Ferris
293	Rachel Halligan
294	Peter Halligan
295	Pamela Hall
296	Sheila Halligan
297	Conor McGlynn
298	Sherina Spillane Kapostina
299	Ben Kelly
300	James Kelly
301	Mary Kelly
302	Sinead Flynn
303	Kieran Flynn
304	Sarah Nolan
305	John Hicks
306	Kerry Behan
307	Jennifer Fitzpatrick
308	Kevin Roche
309	Emma White
310	Marian Crawford
311	Stanley Crawford
312	Keith Crawford
313	Noel Minogue
314	Peter Flynn
315	Eibhlin Quinn
316	Shane O'Keeffe
317	Leixlip Park Estate Residents Ass.
318	Sinead Ascunce
319	Edward Slowey
320	William Russell
321	Carol Lucey
322	Mark Fitzgerald
323	Amy Rice
324	Laura Fitzpatrick
325	Amanda Naami.
326	Darren Gavin
327	Amelie Deinhard
328	Kevin Keating
329	Killian Bannon
330	Dearbhla Bannon.
331	Neena Magill
332	Louise Kenny
333	Lorcan Farrell

334	Cilla Farrell
335	Brendan O'Sullivan
336	Lorraine Fitzgerald
337	Tara Martin
338	Fiona Comerford
339	Niamh Kenny
340	Marie O'Neill
341	Siobhan Lawlor
342	John O'Neill
343	Catriona Gorman
344	Carleen Stringer
345	Gerry McGrann
346	Leixlip Musical & Variety Group
347	Aoife Martin
348	Ivy Jermyn-Buckley
349	Tara MArtin
350	Tony Fagan
351	Jennifer Hollywood-Smith
352	Keith Smith
353	Luke Ingleton
354	Stephanie Gartland
355	Karen Brady
356	Paula Coffey
357	Peter Coffey
358	Antonia Martin
359	Eoin Stank
360	Patrick Rooney
361	John Halvey & Brid Murphy
362	Gerard & Catherine Costello
363	Ella Hudson
364	Philip Byrne
365	Sarah O'Loughlin
366	Aileen McCarthy
367	Terry Cromer
368	Michael Moroney
369	Tom Treacy
370	Ciara Bannon
371	Lorraine Hamm
372	Kathleen Cleary
373	Brian & Deborah Murray
374	James Cleary
375	Adam Bluett
376	Noel Collins
377	David Cleary

378	Una Duggan
379	Deirdree Cleary
380	Maria Wallace
381	Margaret Crinion
382	Henry Stewart
383	John Farrell
384	Laura Casey.
385	Sean Crinion
386	Therese Walsh
387	Richard Faries
388	Maria & Mark Heartley
389	Neena Magill
390	Sinead Fitzpatrick
391	Shane Brennan
392	Celene Myles
393	Miriam O'Brien
394	John O'Neill
395	Stella Barrett
396	Roisin O'Neill
397	Maitiu O'Neill
398	Seamus O'Neill
399	Mary O'Neill
400	Frank O'Neill
401	Paula Donohue
402	Daniel Donohue
403	Aileen Young
404	Emer & Aileen Donohue
405	Fiona Comerford
406	Karen Somers
407	Declan Kelly
408	Annemarie Reilly
409	Tom & Bernadette Murray
410	Seamus Kenny
411	Cara O'Sullivan
412	Kevin O'Rourke
413	Ketih Brennan
414	Vivion O'Brien
415	Peter Gaffney
416	Colin Reade
417	James & Terence Kelly
418	Norah & Paddy Blount
419	Sean Donohue
420	Patrick Blount
421	Eoin Saidlear

422	Catherine Kingston
423	Rinawade Residents Ass
424	Robert Mulgrew
425	Ballymore Ireland & Brian O'Farrell, Rowan family, Bruton Famil & Leixlip SPV Ltd
426	Aileen Lynch
427	Vincent Wrynn
428	Dolores O'Brien
429	Mary Gantly
430	Anne White
431	Yvonne Caulfield
432	Grace Carew
433	Mark Quaid
434	Andrea Quaid
435	Maria Fallon
436	Georgina Sherlock
437	Eve O'Meara
438	Huey O'Meara
439	John Higgins
440	Oliver Rynne
441	Maureen Crimmins
442	Barbara Keogh
443	TheatreworX
444	Ciaran Tighe
445	Ruth Caulfield
446	Cathy Leddy
447	Ann Grehan
448	Daniel Grehan
449	Patrick Crean
450	Rory O'Meara
451	Annmarie Byrne
452	Leixlip SPV Ltd
453	Muriel & Tommy Clarke
454	Pauleen Byrne
455	Laura Bergin
456	Niamh Colgan
457	Peter Flanagan
458	John Dennehy
459	David Cotter
460	Kenny Lawless
461	Joe Bergin
462	Kelly Pappas
463	Matt Waive
464	Helen Edmonds

465	Luke O'Brien
466	Christine O'Brien
467	Patricia Good
468	Antonia Martin
469	Lurdes Power
470	Thomas McCarthy
471	Cyril O'Brien
472	Eugene O'sullivan
473	Mary O'sullivan
474	Orna Daly
475	Karen Powell
476	Mairead Beades
477	Bronagh Geraghty
478	Joann Keenahan
479	Larry Keenahan
480	Confey GAA
481	Clare Fannin
482	Mark Ferris
483	John Stafford
484	Ciaran Daly
485	Thomas Greene
486	Diarmaid Shinnors
487	Eamon Whit
488	Anne White
489	John Geraghty
490	John Colgan
491	William O'Connor
492	Jackie Moore
493	Carl & Ciara Crehan
494	Tony Murray
495	Mary Kelly
496	Jean O'Hara
497	Brian Farren
498	Ed & Carol Vaughan
499	JJ White
500	Catherine Duffy
501	Brendan Moore
502	Fiona White
503	Lorna Trapp
504	Catriona Jakma-Kinsella
505	Rudy Jakma
506	Kevin & Julie Hickey
507	Stephen Dredge
508	Clíodhna Jordan

509	Helen Dredge
510	Tom Dredge
511	Louisa Valley residents Assoc.
512	Willaim & Ann O'Brien
513	J. Donnelly
514	Kathleen McNamara
515	Phil Moore.
516	Thomas Reid
517	Clare Egan
518	Kilross Properties
519	Leixlip Community Group
520	Gerladine O'Sullivan
521	Martin O'Sullivan
522	Peter Flaherty
523	Orla Hanahoe.
524	Noel & Kay Feeney
525	Paul Murphy
526	D & J Murphy
527	Eoghan & Carol O'Neill
528	John Burke
529	David Cormack
530	Paul Plewman
531	Owen McAuley
532	M & N Brophy
533	Ronan A
534	Mary Bridgeman & Raymond McGrath
535	Mary & William Brilly
536	John & Ayesha Mia Penny
537	Johnathon & Aisling O'Toole
538	Ann Joan Damien Nolan
539	Austin & Mary Lawcett
540	Paul Fennell
541	Alan Birch & Deborah Hayden
542	Robert & Deborah Murphy
543	Laura & Paul Lawlor
544	Sharon Blaney
545	Noeleen Savage
546	Peggy Dempsey
547	Fiona & Margaret Bassett
548	Susan Brennan
549	D & P Good
550	Matt Gough
551	A. Smyth
552	K. Charles

553	Sheila Charles
554	Keith Cribben
555	Martin Murray
556	Paul Brooks
557	Deirdre Kelly
558	Darragh Kingsbury
559	Ciara Wusson
560	Rob Fennelly
561	Ciaran McCleane
562	C. Stogen
563	S. McGee
564	Eoin Burke
565	Caroline McLaughlin
566	Jonathon Dempsey
567	Declan Donohue
568	Paul Kelly
569	Eda Murphy
570	Rebecca Murphy
571	John Burke
572	Tom Mulhall
573	Mike Kavanagh
574	Dave Higgins
575	Gerard O'Donnell
576	Ann O'Donnell
577	Kevin O'Rourke
578	Grace Egan
579	Simon Coburn
580	Ian Doyle
581	Declan Kelly
582	Kathy Conway
583	Orla Hanahoe
584	Sheamus Brady
585	Jorge Andres
586	Brendan Costelloe
587	Paul McDonnell
588	Paul Horan
589	Dervilia Keegan
590	Keith Cribben
591	Ann Marie Byrne
592	J Jerleyn Buckley
593	Keith Brennan
594	Mary Brennan
595	Helena O'Connor
596	Des Bradley

597	Lydia Kavanagh
598	Damian Scanlon
599	Robert Kavanagh
600	Bernadette Kavanagh
601	Tony Coffey
602	Valerie Kinsella
603	Damien Doyle
604	Wendy Shay
605	Stephen Ramsey
606	Andrea J
607	D. Coby
608	Mr. & Mrs K Murphy
609	Esther Coyle
610	Giovanni Samsovini
611	Kevin Keating
612	Jennifer Hollywood Smith
613	Brendan Murphy
614	Martin Hogan
615	Sinead O'Mahony
616	Tom Hath
617	Paula Nelson
618	Rob Young
619	Ken Nelson
620	Janet Carney
621	Paul Reog
622	Aideen Reynolds
623	Daniel Byens
624	Jane Hanrahan
625	Rachel Hannon
626	Frances Hyland
627	E. Connolly
628	Liam Hanlon
629	Sandra Breslin
630	Nick Tarrant
631	Mary King
632	Anita Hanlon
633	Ronan Dunne
634	Isobel & Bruno Lucas
635	Anna McCarthy
636	Kevin Shanahan
637	Rachel Wood
638	Victoria Honeyman
639	Tracey Brennan
640	Linda McAssey

641	Michelle Costello
642	Michael Kelly
643	Brid & Richie Flanagan
644	Patrick O'Cleary
645	Patricia O'Cleary
646	Rita Lacey
647	Wayne Yaverbaun
648	Michael Roche
649	Lisa Cribben
650	Linda Kelly
651	D. Kelly
652	Audrey Wall
653	Michael Leady
654	David cotter
655	Graham McAuley
656	Eoin Whelan
657	Padraic Keane
658	Eugene Lyons
659	Ger Guest
660	Eugene Tjurin
661	Kathy Maher
662	Colin Hudson
663	Colette Maher
664	Orla Matthews
665	Bill Murphy
666	Diarmuid O'Donoghue
667	Edel Kelly
668	Angela Carpenter
669	M. O'Gorman
670	Deirbhile Keegan
671	Donnacha MacAodhagin
672	Maria Purcell
673	Pepita Hugert
674	B. Valle
675	Patricia Logan
676	Esther Valle
677	Samantha Fields
678	Jenny Joyce O'Connor
679	Annette Fisher
680	Brian McLafferty
681	Carmel O'Dea
682	Aedin Glennon
683	Bridget Belial
684	Conor Belial

685	Benny Belial
686	Eilish Kermaghan
687	Emma Walsh
688	Carol Ruane
689	Miley Gorden
690	Sadie Lennon
691	David O'Rourke
692	Colin Reade
693	Patrick H
694	Martina Farrell
695	Basil Dunne
696	Frances Dunne
697	Joe English
698	B. Vaughan
699	Catherine Duffy
700	David Duffy
701	Matt Smith
702	Frances Hand
703	Ann Wong
704	Bianca Chira
705	Jessica, Denise, Michael Costelle & John Green
706	Fiona McGarrell
707	Caroline Tsong
708	Martina Davis
709	Ken Nelson
710	Kevin Gibbons
711	Deirdre Kerrigan
712	Agmenlue Carolan
713	Clare Horan
714	Selena Kirwan
715	Martina Hanlon
716	Paul & Michelle Fahy
717	Tara Devitt
718	Sharon Neylon
719	Gillian & Martin Ruane
720	Niamh Keane
721	Sheila Clifford
722	Colette Coffey
723	Margaret Donohoe
724	Tony Burke
725	Julie Doyle
726	Serena Carney
727	Sheila Clare
728	Jackie Muldoon

729	Debbie Mofit
730	Barbara Sweeney
731	John & Evelyn Cleary
732	Brid Matthews
733	Julie Dunne
734	Colette Reilly
735	Colin & Deirdre Reade
736	Tony O'Connor
737	Eileen Donoghue
738	Naido Socthausluene
739	Paula Gibbons
740	Noeleen McAssey
741	Therese Doyle
742	Susan O'Connor
743	Angela Costello
744	Anita Dempsey
745	Treacy Meagher
746	Paula Nelson
747	Noreen Malone
748	Noel Smith
749	Marie McCarthy
750	Jason McCarthy
751	Rachael Fox
752	Una Duke
753	Ray Duke
754	Maria Maher
755	Matt Lynch
756	Lisa Moffatt
757	Bernadette Duggan
758	Catriona McGinley
759	Lea Marie Hogan
760	Conor Clancy
761	Jennifer Harrington
762	Tom Keane
763	Damian Scott
764	Michelle Corrigan
765	Cora O'Sullivan
766	Matthew Bracken
767	Eadaan Mucas
768	Edwin McGinley
769	Terry Murphy
770	N. Murphy
771	James King
772	Ronan Quinn

773	Andrew Walsh
774	Diarmuid Shinnors
775	Niall Egan
776	Brian Sat
777	Conall Lalor
778	Anderia Benett
779	Ciara Hughes
780	Cathy Cagney
781	Miriam Quealy
782	Michael Doherty
783	Claire Kineavy
784	Ruth Caulfield
785	Sinead Brooks
786	Susan Donnolly
787	Tara Killeen
788	Louise Doran
789	Helen Brennan
790	Sharon Sheridan
791	Ger Mooney
792	Brenda Harte
793	Austin Crowe
794	Brian Coughlan
795	Michelle Coughlan
796	Liz McHale
797	G. Brennan
798	H. Kelly
799	Anthony Kelly
800	Helen Kelly
801	Suzanne Charles
802	Helen Hessian
803	Patricia Murphy
804	Sinead Tarrant
805	Riosin Ryan
806	Mary Kearney
807	Alan Birch
808	D. Hayden
809	A.M. McKeon
810	Lavinia Morgan
811	Tony Carpenter
812	Siobhan Cullen
813	Bernadette Keaveney
814	John Geraghty
815	Bronagh Geraghty
816	Joan Kelly

817	Ann Grange
818	Stephen Rynne
819	Brendan Loughy
820	Donal Fallon
821	Eleanor Fallon
822	Damien Flood
823	Eugene Burke
824	Conleith Cill
825	Tony O'Connor
826	Susan Lawlor
827	John Lawlor
828	F. Lawlor
829	William O'Connor
830	Elizabeth Pegley
831	Jos O'Connor
832	Catherine Fagan
833	Tony Fagan
834	Donal Daly
835	Edel Brennan
836	Noel Brennan
837	Tarlach O'Cuilinn
838	Jim O'Donnell
839	Mairead Coady
840	Daryl Egan
841	Sean McDermott
842	Dolores McDermott
843	John Kavanagh
844	Wendy Bernard
845	Sandra Burke
846	Audrey McGing
847	Joe McGing
848	Ed Vaughan
849	David Ryan
850	Irene Loughlin
851	Tom Davy
852	Cathal McGing
853	Aoife McDonnell
854	Martin Mangan
855	Tom Cullen
856	Seamus Anderson
857	Maria Cullen
858	Cara Power
859	Deirdre lacy
860	Michelle & Gary McDonagh

861	Louisa Valley Res. Assoc.
862	Siobhan Donohoe
863	F. Ryan
864	G. Martin
865	Martin Naughton
866	Niall McIntyre
867	Helena Lynch
868	Emily McIntyre
869	Mairead Hill
870	Raymond Hill
871	David Hill
872	G. Landers
873	Kevin McLoughlin
874	K/ Hanagan
875	Joseph Flanagan
876	D. Antkowiak
877	W. Newton
878	Anita Newton
879	Maria Antkowiak
880	Aileen McCarthy
881	Emma Donnelly
882	Brian Sexton
883	Alan & Noreen Boothman
884	Colm & Nicola Feeney
885	Paul Hendrick
886	Paul & Evonne Owens
887	Aaron Smith
888	LENA Smith
889	Nicola Green
890	A. Monsell
891	Noreen Sullivan
892	Nease O'Hagan
893	Brian McLafferty
894	Mark Kelly
895	Audrey Gelens
896	Vincent Gelens
897	Niamh Scally
898	Seamus Scally
899	Mary Scally
900	Fiona Kelly
901	Brenda Conway
902	Michael Conway
903	Joe Condron
904	Peter Gilgunn

905	Joss Condron
906	Fiona Lamb
907	Claire Finn
908	Sinead Christian
909	Sinead Murphy
910	Arsen Hokera
911	John Paul Monks
912	Gary Cullen
913	Sarah Condron
914	Stephen Dredge
915	Gerard Sullivan
916	Lawrence Salonen
917	Paul Lang
918	Catriona Cummins
919	H Fadian
920	M Flynn
921	Barbara Lally
922	Geraldine Maguire
923	Brian Miller
924	Suzie Miller
925	Orla Beatty
926	C Hipwell
927	Tadhg Quinn
928	Aislinn Murphy
929	Brian Quinn
930	Rhona Byrne
931	Patrick J. Gill
932	Maura Gill
933	Mary Faughnan
934	Edel McGuinness
935	Danny Duffin
936	Lorraine Fitzgerald
937	Geraldine Murray
938	Kim Daly
939	Helena Cullinan
940	John Griffin
941	Aisling Cullinan
942	Kevin Kelly
943	Denise Mangan
944	Roman Polidario
945	Maeve O'Boyle
946	Deborah O'Boyle
947	Lilia Polidario
948	Jules Roman B Polidario

949	Anna Laurente
950	Nilo Laurente
951	Gemma Najera
952	Rommel Najera
953	Jude Binongo
954	Laarni Binongo
955	Rex Paue
956	Wendy Binongo
957	Loida Paue
958	Cian Flynn
959	Caroline Flynn
960	Shane Flynn
961	Anne Malone
962	Caroline Gaffney
963	Breda Ryan
964	Mark Ryan
965	Marina Campbell
966	Brendan Kinsella
967	Barbara McCourt
968	Oisin McCourt
969	Brian McCourt
970	Edel Moore Idster
971	Basil Grimes
972	Beth Hewson
973	Kathy McManus
974	Jackie Glennon
975	Audrey Grulmark
976	Laura Garland
977	Siobhan Kenny
978	Michael Ennis
979	Helen Burke
980	Ellen Byrne
981	Nodlaig Sampson
982	Jacqueline Fennell
983	Helen O'Connor
984	Aoife Kirk
985	Eileen Fitzgerald
986	Nicola Cushen
987	Iris Brennan
988	Niall Mahady
989	Rachel Dufficy
990	Brendan Melia
991	Grace Clarke
992	Fahad Issa

993	Paul Cushen
994	Coilin Christie
995	Thomas Waters
996	Raymond Boylan
997	Richard Cramp
998	Paul Hyland
999	Pat McDonagh
1000	Mark Pollard
1001	Karen Pollard
1002	Daniel Byrne
1003	Mark Heneghan
1004	Jessica Kelch
1005	Susan Johnston
1006	Rita Larkin
1007	Sarah Dunne
1008	Lisa Connolly
1009	Yvonne Melia
1010	Patricia Cushen
1011	Brian Cushen
1012	Delia O'Sullivan
1013	Helen Casey
1014	Edele O'Mahony
1015	Liam O'Mahony
1016	Melanie Byrne
1017	Jonathan Byrne
1018	Michael Challoner
1019	Phil Challoner
1020	Ciara Challoner
1021	Carmel McDonagh
1022	Raymond Dufficy
1023	Jan Challoner
1024	Alan Challoner
1025	John F O'Sullivan
1026	Frances O'Mahony
1027	William O'Mahony
1028	Liam O'Mahony
1029	Martin Bell
1030	Valerie Smith
1031	Helene Forde
1032	Melissa Murphy
1033	Nicola Murphy
1034	Maria Daly
1035	Joe Fallon
1036	Edel Malone

1037	Annagita Turrini
1038	Anna Prejun Rostek
1039	Anne Rial
1040	Jenny Lai
1041	Sandra Dalton
1042	Bernadette Hayes
1043	Roisin Hayes
1044	John Malone
1045	Katrin Schmitt
1046	Anita McHugh- Moran
1047	Tom O'Connor
1048	Barry Mahady
1049	Lee Ridley
1050	Margaret Boland
1051	Larry Quinn
1052	Carmel Bergin
1053	Patricia Troy
1054	Peggy Kearney
1055	Harold Love
1056	Paul Gavin
1057	Liz Gavin
1058	Beatrice & Nicholas Ryan
1059	Wynne Family
1060	Edward Flynn
1061	Helen Fenn
1062	Adam Fenn
1063	J. Gannon
1064	Ger Cox
1065	Linda Breen
1066	Gavin Malone
1067	Carolyn Blythe
1068	Andrew Brai
1069	Suzanne Brai
1070	Paul Corscadden
1071	Mark Fitzgerald
1072	Sean Fitzgerald
1073	Adine Byrne
1074	Janus Fitzgerald
1075	Denise O'Sullivan
1076	Paudie Boyle
1077	Shay Flanagan
1078	Amy Flanagan
1079	James Flanagan
1080	Jackie Flanagan

1081	Mary McBride
1082	Siobhan Treacy
1083	Valerie Colton
1084	Jonathon Kelly
1085	Adrian Henry
1086	Martin Fay
1087	Dominic Lenehan
1088	Hazel lenehan
1089	Ian McGurk
1090	Clíodhna & Aidan Jordan
1091	Kevin Pyper
1092	Amy O'Connor
1093	Alaine O'Connor
1094	Carol O'Connor
1095	Fionnuala Kirby
1096	Fiona Fay
1097	Kathryn Murray
1098	Mary lawlor
1099	Sean Colgan
1100	Martin O'Sullivan
1101	Gavin Colton
1102	D. Cullen
1103	Helen Kenny
1104	Marian Walsh
1105	Ivan Pinto
1106	Emma Nolan
1107	Gary Nolan
1108	Ann Nolan
1109	E. Breen
1110	Rachel Tuohy
1111	Bridie Touhy
1112	Yvonne Carpenter
1113	Seamus Carpenter
1114	Tom Tuohy
1115	Ann Ferris
1116	Stephen O'Gara
1117	D. Donnelly
1118	Peter Duff
1119	Paul & Lucy Sherlock
1120	Rachel & Steven Roberts
1121	Hilary Dunne
1122	Owen Roddy
1123	Edward Gilligan
1124	Sharon Buggle

1125	Thomas Buggle
1126	Ciaran Buggle
1127	Eileen Donoghue
1128	Paul Smith
1129	Liam Brock
1130	Andy Curtis
1131	Mary Curtis
1132	A. Olpuert
1133	Gerard Colton
1134	Kate Donohoe
1135	Tanya Clarke
1136	T. Coyle
1137	Gerry Clancy
1138	Cara Deegan
1139	Aine Ni Chaithain
1140	Liam Tobin
1141	Michael Chaney
1142	Barbara Chaney
1143	Zehra Ibisevic
1144	Gerry Burke
1145	Loretta McKay
1146	Leonas Strazdauskas
1147	Carol Waites
1148	Valerie Monahan
1149	G. Mulherne
1150	Neringa Lubyte
1151	James Kenny
1152	Emma White
1153	Kevin Teers
1154	Joyce Minogue
1155	Lynn Challoner
1156	Helisna harding
1157	Patrick-Heliewn Harding
1158	Dominic Lenehan
1159	Patrick McKay
1160	April Smith
1161	Michael Clooney
1162	Rachel Clooney
1163	Shannon Smith
1164	Paul Byrne
1165	Joe Smith
1166	John Byrne
1167	Audrey Byrne
1168	Sandra Russel

1169	Yvonne Sweetman
1170	Paul Sweetman
1171	Beata Cierniewsha
1172	Dartosz Piotrowski
1173	Enda Reilly
1174	Mariya Stoyanova
1175	leann Wallace
1176	James Allen
1177	Ivan Wkack
1178	Irene Gambal
1179	Barry Watkins
1180	Margaret Doolan
1181	David Boyle
1182	Niamh Vickers
1183	Robery Coyle
1184	Andrew Riley
1185	Anne Creaner
1186	Tracy Leeper
1187	Darren Ennis
1188	Mary Squires
1189	Tom Stanley
1190	Victoria Faustova
1191	Irina Forina
1192	Sadbh Pitt
1193	James Ryan
1194	Michal Rozmiarek
1195	G. Ryan
1196	Terry Morrow
1197	Gana Kuzinskys
1198	Arthur Kuzinsky
1199	Eoin Bynre
1200	Robert Kuzinsky
1201	Jim Copeland
1202	Anita Keaney
1203	Paul Troy
1204	Molly Troy
1205	Alison troy
1206	Mick Stewart
1207	V. Wade
1208	Francesca Placido
1209	Christopher Mooney
1210	Lynda Tully
1211	Audrey McMorrow
1212	Ewa Koput

1213	Brendan Burke
1214	Dave Hossey
1215	Grainne Mooney
1216	Eugene McCabe
1217	John Bresnan
1218	Patrick Wright
1219	Marcella Carroll
1220	Josephine McDonnell
1221	Benedicte Raoul
1222	Nease Lawrence
1223	S. Gibbs
1224	Katie Lawrence
1225	Ron Lawrence
1226	Clare Finn
1227	Paula McGoldrick
1228	Jonathon Lynagh
1229	Karl Byrne
1230	V. Cojocarn
1231	Vincent O'Brien
1232	Mark Devine
1233	Noreen Nicholson
1234	John Lacey
1235	Maureen Lacey
1236	Patricia Keogh
1237	Liz Doody
1238	Sean McCunless
1239	Victoria Thompson
1240	Niall Keogh
1241	Maureen Lynch
1242	A. Careiv
1243	Margaret Shea
1244	Dave Caldwell
1245	Michael Kenny
1246	Wendy Roban McManus
1247	Derek Keogh
1248	Alan Murphy
1249	Vincent Lynch
1250	Ella O'Mahony
1251	Maria O'Brien
1252	Lisa Caldwell
1253	Shane Caldwell
1254	Anne Shanley
1255	Thomas Buggle
1256	Saul Burke

1257	Gabriel Finn
1258	Naill & Cecilia Crowley
1259	Jean Fitzsimons
1260	Dolores Fitzsomins
1261	John Kelly
1262	Tana lawlor
1263	Ian Meade
1264	Catherine Meade
1265	Renata Shine
1266	Theresa Maher
1267	Caroline Wilde
1268	John Kelly
1269	Shane Buggle
1270	S. Buggle
1271	Mia Healy
1272	Edwina Smith
1273	Fiona O'Neill
1274	Vivienne Kelly
1275	Jen Healy
1276	Jennifer Brady
1277	Clare Jones
1278	S. Levingshine
1279	Jocelyn Quann
1280	Catherine O'Grady
1281	Andy Gibson
1282	Jeff Gibson
1283	Noreen Gibson
1284	Sian Gibson
1285	Lisa Needihrem
1286	Ciara Lowings
1287	John Conroy
1288	Deborah Wall
1289	Eoin Dardis
1290	Debra Kavanagh
1291	Joe & Adriane Drew
1292	Monica Kabea
1293	Fiona Caulfield
1294	Elod Gombkoto
1295	Michelle O'Connor
1296	Clare O'Neill
1297	Mary Deegan
1298	Joe Kavanagh
1299	Marc Gibbs
1300	Aleksandra Clibenske

1301	Karol Cztran
1302	Katarzyna Walczuu
1303	Ingrida Pak
1304	A. Jordan
1305	Biosa Jordan
1306	Tommy Brennan
1307	Catriona Farrelly
1308	C. Jordan
1309	E. Wyer
1310	Frank Gibney
1311	Elaine Barry
1312	Orla Gildea
1313	Grainne Fagan
1314	Robyn Gibney
1315	Karen Gibney
1316	Miroslav Mohov
1317	Ciara Seatler
1318	Paul Shelley
1319	Gabriel Bruton
1320	Finn Bruton
1321	Borjana Genova
1322	Anne Marie Scott
1323	Sarah Waters
1324	Paul Gibney
1325	Carolyn Blythe
1326	Keith Blythe
1327	Louise Duffy
1328	Ciara Sheridan
1329	Eve Bruton
1330	Daniel Sobczale
1331	Jennifer Hayes
1332	Terry Smyth
1333	Philip Daly
1334	Rita Maloney
1335	James Doolan
1336	David Enright
1337	Nicola Smyth
1338	N. Bruen
1339	Mary Corrigan
1340	Mary Healy
1341	M.P. Slater
1342	Marivs Leonte
1343	Phil Balfe
1344	Tom Healy

1345	Peter Somers
1346	Michael Forde
1347	Killian Mairaid Morgan
1348	Emelie Gorman
1349	Bridie Ginity
1350	Veronica O'Hare
1351	Stuart Walton
1352	Jake Smith
1353	Robert Smith
1354	Valerie Smith
1355	Paul Smith
1356	Sarah Corrigan
1357	Laura Mohan
1358	Daniel Boxwell
1359	Michael Mahady
1360	Robert Bowen
1361	Alan Devine
1362	Sean Devaney
1363	Mary Devaney
1364	Caroline McIntyre
1365	Evin Keating
1366	Phil Browne
1367	Liam Dollard
1368	Vincent Sutton
1369	A. Doolin
1370	Annette Olphert
1371	R. Kinsella
1372	Sarah Sheahan
1373	Aoife O'Grady
1374	Amy Slatter
1375	Marc Liebenbey
1376	Carmen Junjeticn
1377	Kevin Gorman
1378	Krzysztof Bartuzi
1379	Peter Carr
1380	Vincent Olphert
1381	Michael Coughlan
1382	Lauren Leely
1383	Marcin Halczuk
1384	Julie Walker
1385	Sandra Doyle
1386	Hayley Nolan
1387	Joseph Comer
1388	Sabrina Connor

1389	Andrew Hope
1390	Cormac Bradley
1391	Scott Fitzgerald
1392	Paul Rooney
1393	Dariusz Kruszonr
1394	Sandra McClelland
1395	Melissa McClelland
1396	Mark Horan
1397	David O'Sullivan
1398	Brian McKenna
1399	Stephen Higgins
1400	Pauline Connelly
1401	Jennifer O'Brien
1402	Neringa Lubyte
1403	Joseph Finn
1404	Jamie Carpenter
1405	Joe Farrell
1406	Sharon Keating
1407	John Lawlor
1408	Mark Yaner
1409	A. Jefinovas
1410	Bernard O'Leary
1411	Catherine Reilly
1412	Conor Reilly
1413	J. Collins
1414	Eimear English
1415	Bernadette English
1416	Andrea Collins
1417	Lauren Devine
1418	Brian Cunningham
1419	Karen O'Donnell
1420	Esther Barden
1421	Bill Thompson
1422	Eileen Keane
1423	Joe Delaney
1424	Mohammed Anmie
1425	James O'Connor
1426	Maria Hadaran
1427	Paula Curran
1428	Agnes Grabos
1429	Natalie Devine
1430	Caroline O'Sullivan
1431	Patrick Casserily
1432	Benny Byrne

1433	F. Condron
1434	Angela Devkin
1435	Chenan Limpan
1436	Declan hayes
1437	Sean Ross
1438	Ciaran Mahady
1439	Laureanna Duffy
1440	Michael Duffy
1441	Alan Duffy
1442	Berme Sargeny
1443	Barry Shaw
1444	Eimear Shaw
1445	Ieva Rushyte
1446	Paul Kelech
1447	Edel Donohoe
1448	Margaret Fuller
1449	Mary Lloyd & Fergus Keogh
1450	Ger Donnelly
1451	Amanda Ryan
1452	Alison Bates
1453	Niamh Reynolds
1454	Tracey Boylen
1455	Gerry Boylan
1456	Derek Dunne
1457	Gabriella Diczlu
1458	Andrius Ramanauskas
1459	G. Gavin
1460	Barbara Conroy
1461	Catherine Dardis
1462	Gerard Bourke
1463	Megan Bourke
1464	Brian O'Grady
1465	Jeff Brady
1466	Catherine Keane
1467	Des Walsh
1468	Cathy Walsh
1469	Tony Murray
1470	Bernadette Murray
1471	Liz Wynne
1472	Peter Fullor
1473	Emily Moss
1474	A. Butler
1475	Liule Brady
1476	Nicky Corrigan

1477	Jessica Corrigan
1478	Maria Elena Placido
1479	Cecelia Beanley
1480	Dareell Highes
1481	Irene Keogh
1482	Martin Mclver
1483	Geraldine Nugent
1484	Andrea Penrose
1485	Kevin O'Loughlin
1486	Catherine O'Loughlin
1487	Lynda Cassidy
1488	Georgina Davis
1489	Brigid McEvoy
1490	Loughlin McEvoy
1491	Alan Lynam
1492	Anna Lynch
1493	Cileen Lyncn
1494	Elaine Cherry
1495	Nicola Farrand
1496	Sinead O'Brien
1497	Ann Marie McDonnell
1498	Paddy Joyce
1499	Vincent Mulhall
1500	Tony Price
1501	Seamus Daly
1502	Anie Maguire
1503	Julie Keogh
1504	Demot Keogh
1505	Paula Daly
1506	Anna Pierce
1507	William Pierce
1508	Theo Smith
1509	Sarah Byrne
1510	Maureen Byrne
1511	Joan Smith
1512	Paddy Byrne
1513	Rosaleen Toland
1514	Donal Toland
1515	Liam Toland
1516	Eoin Toland
1517	Brian Archbold
1518	Gavin Colton
1519	Noel Archbold
1520	Sean Archbold

1521	Andrew Colton
1522	Gerry Colton
1523	Patricia Cahill
1524	Fergus Crowe
1525	Ciaran Crowe
1526	Marguerite Devine
1527	Anthony Devine
1528	Elaine O'Rourke
1529	Deirdre Barragry
1530	Danielle Hughes
1531	Liam Pitt
1532	Graham Hughes
1533	Roberta Talbot
1534	Emily Talbot
1535	Paula Flanagan
1536	Aisling Byrne
1537	Bernadette Murphy
1538	William McKeon
1539	Toni McKeon
1540	Ray Ferris
1541	Adrienne Francis
1542	Hannah O'Mahony
1543	Olive Stafford
1544	Maria Copeland
1545	Marie Connors
1546	Lucian Grigire
1547	Jessica Kidd
1548	Sandra Byrne
1549	Natalie Bobt
1550	Louise Knox
1551	Tina Crowther
1552	Fran Crowther
1553	Eugene Sweeney
1554	John O'Connor
1555	Patricia Duffy
1556	Nicola Gaskin
1557	John Gaskin
1558	Deirdre Sheehan
1559	Darren Tully
1560	Michael Sweeney
1561	D. Dulce
1562	Liam Leonard
1563	S. Zukah
1564	Anne Tully

1565	Fionnuala Pitt
1566	Fiona Eustace
1567	Angela Kent
1568	Samantha Mooney
1569	Mark Levingstone
1570	Anna Levingstone
1571	Anna Fitzpatrick
1572	Damian McManus
1573	James McAnaw
1574	Ciaran O'Conghaile
1575	Helen North
1576	Adrian O'Grady
1577	Thomas Leagh
1578	Eamonn Moran
1579	Micahel Godlevosh
1580	Siobhan O'Leary
1581	Imelda Taylor
1582	Linda Woulfe
1583	Dermot O'Connor
1584	Eimear Billings
1585	Fearghail Mac An Ghallogaigh
1586	Jaroslav Kaczmarek
1587	Ian Clandillon
1588	Sandra Taylor
1589	Suzanne Brethen
1590	Peter McCauley
1591	Muiescovi Beloscovia
1592	Pulescovi Pizdoveslovia
1593	Liam Connors
1594	Carmel Kavanagh
1595	Kelly Anderson
1596	Eoin O'Reilly
1597	Assumpta Colee
1598	George Doherty
1599	Therese Moran
1600	Louise Gallagher
1601	Fiona Minogue
1602	Ann Minogue
1603	Marina Dooley
1604	Len Dooley
1605	Heiner Schuster
1606	Helen Schuster
1607	Ian Heffernan
1608	Alison Kelly

1609	James Mcgrath
1610	Tracey Mcgrath
1611	Pauraic McCann
1612	Karla McNamara
1613	Fergal Mcnamara
1614	Robert Gavin
1615	Luara Griskeviciute
1616	Attila Derczy
1617	Lorraine Conlon
1618	Ann Collins
1619	John Gaynor
1620	Kevin Callinan
1621	Kirill Ushkov
1622	Ciaran Whitney
1623	Hugh McGovern
1624	Anna McGovern
1625	Michael Grainger
1626	Natalie Grainger
1627	Paul Agusta
1628	Niamh Garland
1629	D. O'Connor
1630	AnnMarie Dunne
1631	Mary Dunne Hawk
1632	Manus Dunne
1633	Denis London
1634	Kevin Olpuet
1635	Valerie Fildin
1636	Niall Byrne
1637	Emily O'Connor
1638	Alan Geraghty
1639	Mary Noonan
1640	Tom Noonan
1641	May Bresnan
1642	Michael Grogan
1643	J. Coy
1644	John Henneberry
1645	Kevin Worrall
1646	Brian Rice
1647	B. McAdams
1648	J. Maley
1649	M. Ismic
1650	Brian Cullen
1651	Carl Loving
1652	John Jennings

1653	N. Fay
1654	Eilish Fay
1655	M & V Linnane
1656	Dave & Audrey O'Dowd
1657	David Gantly
1658	Steven Leadbitter
1659	Catherine Handibode
1660	Simon Coburn
1661	Kerry Kelly
1662	Paula Donohoe
1663	Paulina Bogacz
1664	Bill Bhandaz
1665	Louise Mulligan
1666	Anne Bhandal
1667	Tom Brennan
1668	Suzanne Brennan
1669	Clare Rowland
1670	Mary Heeney
1671	Kathy Byrne
1672	Marie Lloyd
1673	Breda Watkins
1674	Garrett Fitzsimons
1675	Deirdre Cleary
1676	Ciara Conway
1677	Sandra Fitzsimons
1678	Daryl Fitzsimons
1679	Maura Martin
1680	Danny Ormond
1681	Jennifer Behan
1682	Liam Halley
1683	Mary Mulpeter
1684	Dorothy Donnelly
1685	Rodot Kerkman
1686	Alan Caffrey
1687	Amy McBride
1688	Joan Smith
1689	Shannon Smith
1690	April Smith
1691	Kevin McEvoy
1692	Theo Smith
1693	Yvonne McEvoy
1694	Geraldine Kriegel
1695	Jennifer Ball
1696	Georgina Caffrey

1697	Pat Doherty
1698	Joy Molamphy
1699	James Mooney
1700	Marian Mooney
1701	Kevin Mooney
1702	Anna Szluns
1703	Karl Donnelly
1704	Anthony Kinsella
1705	Mary Clancy
1706	Enda O'Loughlin
1707	D. Kelly
1708	Peter Devlin
1709	Michale Hahady
1710	Tony Ferris
1711	James Nealon
1712	Joe Kelly
1713	Noel Kelly
1714	Margaret Young
1715	Aileen Kelly
1716	Maura Ferris
1717	Stephane Brie
1718	Linda Hickey
1719	Alan Devine
1720	Jenna Plant
1721	Carmel Hickey
1722	Paul Murrin
1723	Helen & Noel Gilmartin
1724	Joe Handibode
1725	Gerladine Arnold
1726	Patricia Kinnane
1727	Sheila Handibode
1728	Ann Mannion
1729	Kevin Byrne
1730	Jack Queenan
1731	Roderick O'Rourke
1732	Brian McCourt
1733	Katya Queenan
1734	Angela Kinnane
1735	Enda Kinnane
1736	John Handibode
1737	Anthony Grogan
1738	Mary & Peter Hennty
1739	Niall Leavy
1740	Maria Enright

1741	C. Dubarry
1742	Paula Duff
1743	Karl Collins
1744	Anne Grogan
1745	Alice Gavigan
1746	Edward Fahy
1747	Robert Smith
1748	Jake Smith
1749	Janice O'Rourke
1750	Andy Keenan
1751	Tina Hendrick
1752	Karen Fuller
1753	Mary Cunningham
1754	Patricia O'Brien
1755	Patrick English
1756	Suzanne Bray
1757	Caroline Kelly
1758	Marie Holbrook
1759	Thomas Holbrook
1760	Holly Holbrook
1761	Mgt, terry, jennie, Enda, Emily & Caroline Fitzpatrick
1762	Sarah Kelly
1763	Lisa Kelly
1764	Peter Jordan
1765	Maria Milar
1766	Marie O'Neill
1767	Christine Fitzpatrick
1768	Ann Finegan Hyland
1769	Andrew Bray
1770	Annette Lysaght
1771	Bridget Jordan
1772	Carol Fleuliny
1773	John Quinn
1774	Elizabeth Quinn
1775	Ciara Tully
1776	Andrew Tully
1777	Catriona Kieran
1778	Marion Kiernan
1779	Anita May
1780	Mary Keane
1781	Karen Fortune
1782	Denise Byrne
1783	Carol Coburn
1784	Karen Dobbs

1785	Ciara McDaid
1786	Brendan Kinnane
1787	Michael Corby
1788	Amy Fortune
1789	Peter Haraszti
1790	Teresa Ho
1791	Martin Linehan
1792	Kevin Murphy
1793	Barbara McCourt
1794	Roberta McCarthy
1795	Facundo Gaillard
1796	Martin Henderson
1797	Lucie Cunningham
1798	Margaret Rowland
1799	Nichalus Pyar
1800	Bectuce Ryan
1801	Ann & Eamon Mullen
1802	Marie Murtagh
1803	D. Lynch
1804	Mary Deegan
1805	John Kane
1806	Ann Payne
1807	Kathleen Stenson
1808	Mary Argue
1809	Angela Killalea
1810	Ursula D'Cruz
1811	Americ D'Cruz
1812	Bebhinn D'Cruz Leary
1813	Martin Murtagh
1814	Karen Murphy
1815	Eoin Kelly
1816	Ciaran Kelly
1817	Vicky Kelly
1818	Ann Kelly
1819	Debbie Kerkman
1820	Daniel Reilly
1821	Avril Irwin
1822	Mark Irwin
1823	The Teeken Family
1824	Linda & Frank Curran
1825	Louise Higgins
1826	Eoin McNulty
1827	Adam Swords
1828	Kim Wight

1829	Barbara Bupasbeq
1830	Gabriel Garus
1831	Angel Sanfrutos
1832	Maria Rojas
1833	Brendan Wright
1834	June Galligan
1835	Colm Gallagher
1836	Enda Roche
1837	Fiona & Marc McGuire
1838	Isabella Byrne
1839	Nickola Reilly
1840	Yvonne Costello
1841	J. May
1842	Eamon Deehan
1843	Philip Byrne
1844	Lena Smith
1845	T. Kelly
1846	Phyllis Dolan
1847	Jim Carpenter
1848	Joe Lawlor
1849	Ann Buckley
1850	Sebastian Bogacz
1851	Bernadette McNamara
1852	Gerry Nelson
1853	Emma Corcoran
1854	Mary Savage
1855	Linda Crotty
1856	Nevaeh Parroti
1857	Veronica Murray
1858	Nicole Kealy
1859	Richardo Solas
1860	Rosemary Lloyd
1861	Terry Rowland
1862	Mark Lloyd
1863	Pauline Kelly
1864	William O'Dwyer
1865	Fiona O'Dwyer
1866	Adam Weken
1867	Theresa Cullinan
1868	Deirdre Hayes
1869	Dymphna Doherty
1870	Liam Molamphy
1871	Paul Coyle
1872	Marion Coyle

1873	bernadette Burgess
1874	Christine Sheerin
1875	Vincent Sheerin Morris
1876	Bernie Quinn
1877	Gerry Quinn
1878	Ciaran McManus
1879	Christina Reilly
1880	Andrew Bollard
1881	John Morris
1882	Barbara Caskin
1883	Frank Reilly
1884	Margaret McDonnell
1885	Therese Skerrett Byrne
1886	Tadhg Kelleher
1887	Marc Harris
1888	Alan Gilgunn
1889	Emma McMenamy
1890	Niall Weber
1891	Briege Hearty
1892	Julian Arnold
1893	J. Lavery
1894	Bernadette & Eamon Deehan
1895	Evelyn Quinn
1896	Mary Brennan
1897	Richard Moore
1898	David Cunningham
1899	Ray Dunn
1900	Patricia Dodson
1901	Noreen Doolan
1902	Mary Breen
1903	Caroline F. Daly
1904	Marie Gannon
1905	Geraldine Kavanagh
1906	Noeleen Armstrong
1907	Sheila Carty
1908	Marina Doyle
1909	Doreen Doyle
1910	Deirdre Galvin
1911	Raymond Armstrong
1912	Mary Branagan
1913	Deirdre Cullen
1914	Kerry Kelly

3 SUMMARY OF SUBMISSIONS FROM PRESCRIBED BODIES AND CHIEF EXECUTIVE'S RESPONSE TO THE ISSUES RAISED

The following is a summary of the issues raised in the submissions received from the Prescribed Bodies to the Draft Local Area Plan (Submissions 1-8). In this section, the Chief Executive's response and recommendations are set out under each submission. Recommended deletions to the Draft Local Area Plan are shown ~~in strikethrough blue~~ and recommended new text is shown *in italics red*.

3.1 DEPARTMENT OF HOUSING PLANNING, COMMUNITY AND LOCAL GOVERNMENT

The Department considers the Draft LAP to be a comprehensive framework for the proper planning and sustainable development of Leixlip and for the planned future growth of housing, community and economic development in the town.

Section 13.2 of the Draft LAP

The Department recommends that the proposed phasing arrangements provide for an appropriate wording which ensures both the provision of necessary infrastructure and the timely delivery of new housing in tandem without causing unnecessary delay in the delivery of new housing e.g. that the identified infrastructure is delivered prior to sale/occupation of housing development or alternatively commencement of housing development could be prohibited until infrastructure development is commenced/on site with a clear contracted timescale for completion.

Employment Zoning at Collinstown

The Department recommends that an additional objective be included in the LAP to ensure the masterplanning/development of the employment lands at Collinstown is informed by the future study on employment zoning in North Kildare, as per Objective EO16 of the Draft Kildare CDP, and in particular the appropriate phasing of development.

The Department advises that the planning authority should have regard to submissions from other Prescribed Bodies and that the Draft LAP is fully compliant with its obligations under planning legislation.

Chief Executive's Response:

The Chief Executive acknowledges the Department's support of the Draft Plan as a comprehensive framework for the proper planning and sustainable development of Leixlip.

In relation to Section 13.2 of the Draft LAP, the recommendations to provide for alternative wording is noted for phasing requirements which ensures both the provision of necessary infrastructure and the timely delivery of new housing. The Chief Executive proposes to retain the wording included in the draft LAP. The use of infrastructure as a threshold for housing commencement is considered a reasonable and measurable standard that will ensure the timely delivery of infrastructure in tandem

with housing. The wording of Section 13.2.1 'Key Development Areas' incorporates flexibility in this regard as follows:

"A statement of compliance with the phasing requirements of the LAP shall be included with planning applications for new housing development in the Key Development Areas and compliance will be governed by condition of planning consent. Deviations from the phasing condition may be considered in circumstances where the Planning Authority is satisfied that listed infrastructure is at an advanced stage of delivery or other overarching factors have arisen. Any such deviation shall be subject to the prior written agreement of the Planning Authority. Infrastructure required to service future phases of development may be delivered upfront, prior to the completion of the earlier phases of development."

The Chief Executive agrees that the masterplanning/development of the employment lands at Collinstown should be informed by Objective EO16 of the Kildare County Development Plan 2017-2023, and considers that this reflected in Objective EDTO1.1 of the Draft LAP which states:

"To promote enterprise and employment development at Collinstown, focusing on the high tech, bio tech, research and development, ICT and manufacturing sectors, and as informed by a strategic assessment of employment lands for the County (Objective EO16 of the Kildare County Development Plan 2017-2023).

Submissions from other Prescribed Bodies are addressed in full in this report and the Draft LAP will be compliant with its obligations under planning legislation.

Chief Executive's Recommendation:

No change.

3.2 DEPARTMENT OF EDUCATION AND SKILLS

The Department acknowledges that it has worked closely with the Council in relation to securing sites for educational infrastructure and will continue to work closely with the Council in relation to the provision of new schools and the development of existing schools.

In identifying suitably located lands the Department asks the Council to refer to guidance documents (namely 'Development Plans: Guidelines for Planning Authorities, Appendix F (DEHLG, 2007) and Department of Education and Skills Technical Guidance Documents for primary schools and for post-primary schools'). Any sites being reserved for school provision should be made as close as possible to community facilities such as sports facilities, libraries, etc. so that these can be shared between the school and the community.

The Department calculated that the housing numbers proposed may result in a population growth of 9,116 which, if realised, sufficient lands should be reserved to accommodate two primary schools (2 x 4 acre sites) and one post-primary school (1 x 12 acre site).

There has been a decrease in enrolments in 5 primary schools and both of the post-primary schools serving the Leixlip area since 2014. There is existing capacity within the primary schools for c. 150 children and in the post-primary level for approx. 40 additional student places. Section 7.6 and table 7.3 of the Plan should reflect this.

The Department refers to the Programme of Capital Investment in schools which was published on 17th November 2016.

Demographic changes in the Leixlip area will be monitored on an ongoing basis. Further educational requirements may arise over the lifetime of the Development Plan. It is important to ensure that sufficient land is zoned for future educational use.

Chief Executive's Response:

The submission from the Department of Education and Skills is noted.

It is acknowledged in Section 7.6.1 of the Draft LAP that the revised population target for Leixlip may result in the need to ensure that sufficient lands are reserved to accommodate two additional primary schools and one post-primary school in Leixlip. A primary school is included in the Confey masterplan area as a critical piece of social infrastructure for a new residential community. To address the future need for a post primary school, it is recommended that Section 12.2.2 of the plan, which refers to the Confey Masterplan, be amended to specify a post-primary school also. The requirement for additional educational facilities will be monitored having regard to the take up on residential development land during the lifetime of the LAP and discussions with the Department of Education and Skills. Furthermore, schools are permitted in principle on lands zoned 'E Community and Education', 'A Town Centre' and 'C New Residential' in addition to being open for consideration on lands zoned 'B Existing Residential' and 'F Open Space' throughout the plan area.

In relation to existing capacity, it is acknowledged in Section 7.6 of the Draft Plan that existing schools have capacity to cater for modest population growth only. No further change recommended.

Section 7.6.1 of the Plan states that when identifying suitably located lands for schools, the Council will have regard to 'Development Plans: Guidelines for Planning Authorities', Appendix F (DEHLG, 2007) and Department of Education and Skills Technical Guidance Documents for primary schools and for post-primary schools. No further change recommended.

Chief Executive's Recommendation:

Amend Section 12.2.2 Confey as follows:

The masterplan will therefore be required to:

- Include an appropriate level of community infrastructure to support development including a site for a primary school, *a post primary school* and community centre.

3.3 NATIONAL TRANSPORT AUTHORITY (NTA)

The NTA is satisfied that the Draft Local Area Plan is consistent with the Transport Strategy for the Greater Dublin Area, as required under Section 19(2A) of the Planning and Development Act (as amended).

The Authority is supportive of those policies and objectives contained within the plan which seeks to promote public transport, walking and cycling as modes of travel for all trip purposes and which relate to the provision of public transport infrastructure, cycle and pedestrian facilities and enhanced permeability.

Chief Executive's Response:

The submission and support from the NTA is noted.

Chief Executive's Recommendation:

No change.

3.4 TRANSPORT INFRASTRUCTURE IRELAND (TII)

The M/N4 route is a highly important national road, identified as a Strategic Radial Corridor in the National Spatial Strategy. Policies in the plan should allow the network of national roads perform a strategic role in providing better access. The LAP should reference the national policy on Smarter Travel and the provisions of the Spatial Planning and National Roads Guidelines for Planning Authorities and to the critical need to safeguard the strategic function of the national road network in the area. It is recommended that this requirement be reflected in the LAP prior to adoption.

TII acknowledges the Core Strategy Objective to facilitate sustainable intensification in the town centre and in established residential areas and welcomes this approach to consolidation of the existing built up areas.

It is noted that KDA 3, KDA4 and Collinstown are proposed adjacent to the R449 which is a primary link between the town and the M4 Junction 6. It is recommended that developments in KDA 3 and KDA 4 are subject to Traffic and Transport Assessment which should consider both the individual and cumulative impact of planned development in the area on the strategic road network. This requirement should be included in the KDA Objectives in the LAP.

Section 12.2.1 and 12.2.2 of the Draft LAP do not refer to statutory consultation with stakeholders in relation to masterplans for Confey and Collinstown. TII should be consulted as a key stakeholder, in accordance with the provisions of the Spatial Planning and National Roads Guidelines. Guidelines also recommend that non-statutory documents be incorporated into the local area plan by way of variation where possible.

An evidence based strategic transport assessment should be undertaken to support development proposals and phasing in Collinstown and Confey in any future masterplan. The TII expresses a particular interest in Collinstown. The requirements of the Spatial Planning and National Roads Guidelines should be adhered to in this regard.

Objective MTO1.10 outlines proposals for an overpass of the M4 to link The Wonderful Barn to Castletown Demesne. TII may not be responsible for financing such projects. Such projects should be developed by the Council to complement the strategic function of the national road network and should not undermine or compromise this function. Consultation with TII in this regard is welcomed.

In general terms, the Authority recommends that consideration is given to including the requirements of Chapter 3 of the DoECLG Spatial Planning and National Roads Guidelines relating to Road Safety Audit, Environmental Noise requirements and Signage etc. where there may be implications for the strategic national road network.

Chief Executive's Response:

The Kildare County Development Plan 2017-2023 (CDP) is the overriding policy document and it includes reference to the Spatial Planning and National Roads Guidelines, the TII's Traffic and Transport Assessment Guidelines and includes policies and objectives in relation to Motorways and National Roads (Chapter 8). It is therefore not considered necessary to duplicate such policies in the LAP. No change recommended.

The TII's support for sustainable intensification in the town centre, in established residential areas and consolidation of the existing built up areas is noted.

In response to concerns expressed regarding KDA3, KDA4 and Collinstown, objective MTO3.10 of the Plan requires all significant development proposals for the KDAs and Masterplan areas to be subject to a Traffic Impact Assessment (TIA), to be carried out in accordance with the relevant guidelines. It is considered that the detailed requirements of these guidelines are more appropriately considered at development management level. Statutory bodies such as the TII will have the opportunity to comment on potential impacts, if any, at that time. In the interests of clarity, it is recommended that the requirement to carry out a TIA is stated in the design briefs for each KDA in Section 12 of the Draft LAP (See Section 4.12 of this Report).

In relation to consultation with stakeholders for the Confey Masterplan, objective CSO1.3 of the Plan clearly states that the masterplan will be integrated into the LAP by way of a statutory amendment. The amendment process requires public consultation with statutory authorities, which will include the TII. Furthermore, Section 12.2.1 of the LAP states that the preparation of the Collinstown masterplan must address a detailed traffic assessment to ascertain the extent of development that could be supported by particular upgrading works. This will be referred to the TII through the development management process. No change recommended.

In response to TII's recommendation that an evidence based strategic transport assessment is undertaken to support development proposals, it is noted that the masterplan for the Confey lands as set out in Section 12.2.2 requires a detailed roads and infrastructure strategy for the development in its entirety. In relation to Collinstown, the masterplan will be brought forward and agreed with

the Planning Authority through the development management process which will also involve consultation with the TII. To bring clarity to this issue, it is recommended that the Spatial Planning and National Roads Guidelines be referred to in Section 12.2.1 of the LAP.

The TII's comments regarding MTO1.10 of the Draft LAP are noted.

In relation to including elements of Chapter 3 of the Spatial Planning and National Roads Guidelines, it is considered that the detailed requirements of these guidelines are more appropriately considered at development management level where specific proposals can be assessed on a case by case basis. Statutory bodies, such as the TII, will have the opportunity to comment on potential impacts, if any, on same. No change.

Chief Executive's Recommendation:

Amend Section 12.2.1 Collinstown as follows:

The masterplan.... should address the following:

- *The requirements of the Spatial Planning and National Roads Guidelines for Planning Authorities (DECLG, 2012).*

3.5 ENVIRONMENTAL PROTECTION AGENCY (EPA)

The Environmental Protection Agency (EPA) acknowledges that the plan takes into account environmental consideration including the protection / enhancement of green infrastructure, protection of designated sites and protected species etc. and notes a number of relevant policy objectives and commitments in the Draft LAP. It also makes the following recommendations:

Section 1.5: Consider including a commitment to integrate relevant aspects of the key influential plans which are currently being prepared (such as National Planning Framework, Regional Spatial and Economic Strategies, etc.).

Chapter 4: The requirements of SEA, Habitats, Water Framework and Floods Directives should be taken into account in preparing masterplans. For the sake of clarity the EPA recommends summarising the key recommendations of the SEA, Habitats, Water Framework and Floods Directives in Chapter 4 under 'Environment and Heritage Protection'.

Chapter 5: It is recommended that the plan ensures that the EIA, Water Framework and Habitats directives are integrated into the proposed public realm improvements. Disturbance to designated habitats and protected species should also be taken into account.

Chapter 6: It is recommended that the vision of the chapter read 'To promote, support and enable **sustainable** economic development and employment generation.' It is also recommended that

Objective EDTO1.3 clarifies that the requirements of the EIA, Water Framework, and Floods directives will be considered and complied with. It is further recommended that Objectives EDTO3.1 and EDTO3.3 refer to the need for sustainable tourism to be promoted. While the EPA acknowledges Objective EDTO3.6 it recommends that the LAP consider biosecurity to minimise the spread of aquatic invasive alien species.

Chapter 8: It is recommended that Policy MT1 is amended to read 'it is the policy of the council to provide improved connectivity *'at appropriate locations'*, across the River Rye, Royal Canal and railway...'

It is recommended that Objective MTO1.4 is amended and that an AA and other ecological assessment be undertaken.

The plan should highlight that the requirements of the EIA, Water Framework, Habitats and Floods Directives will be considered as relevant and where appropriate for all proposed transport developments.

Consider supporting the rollout of electric vehicle charging points. TTAS have prepared a Draft National Policy Framework for Alternative Fuels Infrastructure for the Transport Sector. Acknowledge this plan is being prepared and supporting implementation of the relevant aspects where appropriate

Chapter 9: Section 9.2: make reference to the second cycle of River Basin Management Plans (RBMP) currently being prepared and associated governance changes that have been established. The EPA recommends including a commitment to integrate aspects of the RBMP into the LAP and describe the new governance and implementation aspects to protect and maintain water quality within the LAP area.

The RPA welcomes Policy I5 in Section 9.5.

Chapter 11: The inclusion of natural heritage policies and objectives are noted. It would be useful to clarify whether invasive species are present within the plan area and whether mitigation is required. Extensive habitat mapping is suggested for Collinstown and Confey. Ecoduct proposals are noted in GIO1.5 as are Green Infrastructure Action and objective OSO1.8.

Other relevant European Directives should also be referred to (EIA, WFD and Floods).

SEA: The EPA had the following comments about the SEA which accompanied the Draft LAP:

1. Biodiversity: The SEA ER should consider describing whether invasive species are present within the Plan area.
2. With regards to water quality, the EPA refers to the EPA's www.catchments.ie website which provides information and maps on the water quality status under the Water Framework Directive. The EPA recommends that the SEA ER should provide additional information in relation to the pressures affecting water quality within the Plan area, and how the Plan proposes to address these.

3. The EPA notes that the OPW has identified Leixlip as an AFA, where flood alleviation measures/options are proposed.
4. It is recommended that the reference to the EPA's Air Quality in Ireland 2011 report should be updated to reflect the most recent EPA air quality report for 2015. Additionally, references is made to the Agency's previous submission at SEA Scoping Stage that included a list of updated reports/resources relating to air quality, water quality, drinking water, waste water etc and which should be reflected in the SEA ER, as appropriate and relevant to the Plan area. Reference should be made to the National Policy Framework for Alternative Fuels Infrastructure for Transport.
5. For Objective B1 (Biodiversity related), the associated Draft Target first bullet point could be amended as follows "Promote siting of new development on non-sensitive sites". In addition, an additional SEA Indicator could include "the condition of the designated site".
6. For Objective A1 (Air, Noise and Climate Related), the EPA considers it may be useful to consider splitting this into two separate objectives, one for air quality and another for climate change adaptation / mitigation.
7. With regards to material assets, the EPA considers there is merit in providing indicators / targets for additional aspects such as the status of wastewater, drinking water and transport infrastructure.
8. In Section 4.2.7 Water Framework Directive, the EPA recommends that the SEA should include a reference to the second cycle of river basins management planning currently underway and noting that the Shellfish and Freshwater Fish Directives have been repealed.
9. The EPA recommends including a summary paragraph in Section 4.2.1 National Spatial Strategy 2002-2020, relating to the National Planning Framework, which is currently being prepared by the DHPCLG as a replacement for the National Spatial Strategy.
10. While the Agency notes the inclusion of Section 4.2.3 Delivering Homes, Sustaining Communities (2007), it considers that the relationship with the new Governmental housing strategy 'Rebuilding Ireland' should also be considered.
11. The EPA refers it its previous submission at the SEA Scoping stage, which contained a list of possibly key influential plans/programmes that should be also taken into account.
12. The EPA notes the alternatives considered in the SEA ER, and recommends that additional information be provided in terms of how the potential for cumulative effects in particular, has been taken into account in the SEA process.
13. The EPA welcomes that the mitigation measures recommended in the SEA ER, in terms of changes to the wording of policies and objectives, have been reflected in the Plan and acknowledges the many objectives and policies which have been provided to protect and manage environmental sensitivities / vulnerabilities. The recommendation in Section 10.2 'Monitoring Indicators' are welcomed.
14. In paragraph two of Section 1.5 Screening for Appropriate Assessment, the EPA recommends reviewing the Site Code referred to for the Rye Water Valley / Carton Special Area of Conservation, which appears to be incorrect.
15. Future Amendments to the LAP will require Screening for SEA.
16. SEA Statement will be required following adoption of the Plan.

Chief Executive's Response:

The Chief Executive notes the EPA's observations on the plan and the SEA Environmental Report.

Section 1.5: The EPA's recommendations to include at Section 1.5 a commitment to integrate relevant aspects of the key influential plans which are currently being prepared is noted. As many of

the plans referred to are not yet in place it is not considered appropriate to refer to them. No change.

Chapter 4: The EPA's recommendation to include in Chapter 4 key recommendations of the SEA, Habitats, Water Framework and Floods Directives is noted. It is considered that relationships between SEA, AA and SFRA are matters addressed at section 1.3, section 1.4 and section 9.3. No change.

Chapter 5: The EPA's recommendation that the EIA, Water Framework and Habitats Directives are integrated into the proposed public realm improvements is noted. Disturbance to designated habitats and protected species should also be taken into account. Any development proposals within the LAP area will be required to adhere to the relevant provisions of the Directives listed.

Chapter 6: The vision of chapter 6 refers to '**sustainable** economic development and employment generation.' The EPA's recommendation that Objectives EDTO3.1 and EDTO3.3 refer to the need for sustainable tourism to be promoted is noted. However, the Chief Executive also notes that the overriding policy objective EDT3 refers to the development of 'sustainable tourism infrastructure, attractions, activities and facilities in Leixlip'. It is not considered necessary to reiterate this within the individual policy objectives. No change.

The EPA acknowledges Objective EDTO3.6 however recommends the LAP consider biosecurity to minimise the spread of aquatic invasive alien species. The Chief Executive notes that this policy objective refers to "the development of angling and canoeing/kayaking infrastructure and facilities for tourism in proximity to appropriate water courses or water bodies, subject to an appropriate scale of development having regard to the pertaining environmental conditions and sensitivities". It is considered this would include biosecurity issues. No change.

Chapter 8: In response to the EPA's recommendation that Policy MT1 is amended to read 'it is the policy of the council to provide improved connectivity at appropriate locations, across the River Rye, Royal Canal and railway...' the Chief Executive notes that this is an overriding policy objective and that Objective MTO1.3 and MTO1.4 address the matter of the appropriateness of locations. No change.

In response to the EPA's recommendation that Objective MTO1.4 is amended and that an AA and other ecological assessment be undertaken, the Chief Executive notes that this objective already includes reference to Appropriate Assessment or other ecological assessment. No change.

The Chief Executive notes the requirements of the EIA, Water Framework, Habitats and Floods Directives. Any development proposals within the LAP area will be required to adhere to the relevant provisions of these Directives. No change.

Reference to the Draft National Policy Framework for Alternative Fuels Infrastructure for the Transport Sector is noted. As the plan is not yet in place it is not considered appropriate to refer to it in the LAP. Section 17.7.6 of the County Development Plan refers to car parking and it states that non-residential developments shall provide facilities for the charging of battery operated cars at a rate of up to 10% of the total car parking spaces. No change recommended.

Chapter 9

The EPA's request to include a commitment to integrate aspects of the RBMP into the LAP and describe the new governance and implementation aspects to protect and maintain water quality within the LAP area is noted. As the plans are not yet in place it is not considered appropriate to refer to them. No change.

Chapter 11

The Chief Executive notes the request to refer to other relevant European Directives (EIA, WFD and Floods). It is considered that relationship between SEA, AA and SFRA and the LAP are matters addressed at section 1.3, section 1.4 and section 9.3. Furthermore, development proposals within the LAP area will be required to adhere to the statutory provisions of these Directives. No change.

The Chief Executive notes the EPA's request in relation to invasive species and invasive species management measures. Section 13.8 of the Kildare County Development Plan 2017-2023 specifically refers to invasive species and includes policies and objectives in relation to prevention and eradication of invasive species within the County. No change recommended.

SEA

The Chief Executive's response to the matters raised by the EPA is as follows:

1. In response to the recommendation that the SEA ER should consider describing whether invasive species are present within the Plan area, Section 5.2.3 of the Environmental Report refers.
2. With regard to the recommendation that the SEA ER should provide additional information in relation to the pressures affecting water quality within the Plan area, it is proposed to include additional information relating to pressures on surface water, drainage and groundwater and measures to counteract water deterioration will be included the final SEA ER.
3. In response to the fact that the OPW has identified Leixlip as an AFA, where flood alleviation measures/options are proposed, there is a Flood and Flood Risk section in the ER. No change.
4. Section 5.5.1 of the Environmental Report refers to Air Quality and it acknowledges the 2015 Air Quality report. In relation to existing air and climate issues (Section 5.5.3), the final environmental report will summarise the DTTAS National Policy Framework for Alternative Fuels Infrastructure in Section 4 and will consider its recommendation in the final ER.
5. The Biodiversity Target listed under Objective B1 (biodiversity related) has been amended to read: 'Promote siting of new development on non-sensitive sites'. No further change.
6. The recommendation for inclusion of an additional SEA indicator is noted and included in the final ER. The recommendation to consider splitting Objective A1 (Air, Noise and Climate related) into two separate objectives, one for air quality and another for climate change adaptation / mitigation is accepted.
7. With regard to material assets and the merit in providing indicators/targets for additional aspects such as the status of wastewater, drinking water and transport infrastructure – these have been included, as recommended by the EPA, in the final ER.
8. In response to the issues raised by the EPA the SEA now includes reference to the second cycle of river basins management planning currently underway.
9. Section 4.2.1 National Spatial Strategy 2002-2020 of the ER includes reference to the National Planning Framework.

10. In response to the recommendation by the EPA to reference Governmental housing strategy 'Rebuilding Ireland' – it is now included in Section 4.2.6 of the final ER.
11. In response to key influential plans/programmes that should be also taken into account, a number of Directives and plans have also been included in Section 4 of the report.
12. In response to the recommendation that additional information be provided in terms of how the potential for cumulative effects have been taken into account in the assessment of alternatives, the final Environmental Report includes the consideration of cumulative effects of the proposed alternatives on its Strategic Environmental objectives.
13. The EPA's welcoming of mitigation measures recommended in the SEA ER is noted. No change required. The EPA's welcoming that the monitoring programme for the implementation of the policies and objectives within the Draft LAP is integrated with the monitoring programme for the Kildare County Development Plan is noted. No change required.
14. The Site Code referred to for the Rye Water Valley / Carton Special Area of Conservation is SAC 001398 and this has been corrected.
15. Future Amendments to the LAP will be screened for SEA.
16. An SEA Statement will be published once the Plan has been adopted.

Chief Executive's Recommendation:

No change recommended.

3.6 IRISH WATER

The submission from Irish Water (IW) notes the housing growth and target population for the town, including the identification of 50 hectares of undeveloped residentially zoned land located adjacent to established residential areas (in the KDAs) and the 80 hectares of land at Confey.

In relation to waste water services, IW advises:

- The preparation of a Drainage Area Plan (DAP) for Leixlip will begin in early 2017 which will identify solutions to provide capacity for future residential development and meet environmental compliance requirements. This is to be completed by 2019.
- IW has plans to upgrade the Pumping Station in 2017 which will facilitate the delivery of 300 units in KDA3.
- IW are investigating options to provide additional capacity of up to 8,000 p.e in the trunk sewers in the Lower Liffey Valley Regional Sewerage Scheme catchment, of which Leixlip is included, by 2019.

In relation to the water distribution network the submission notes that Leixlip is working above its design capacity therefore any additional development within Leixlip will require local network upgrades. Strategic trunk mains should be able to accommodate additional loading.

In relation to the lands at Confey Irish Water advises that they are not serviced and servicing of these lands is currently not identified in IW's Investment Plans.

The submission includes a list of appropriate objectives / policies for water services in development plans.

Chief Executive's Response:

Kildare County Council will continue to work in close collaboration with Irish Water to ensure the satisfactory delivery of Irish Water's Water Service Programme as it relates to Kildare (including Leixlip). There are strong policies contained in the Kildare County Development Plan 2017 - 2023 that ensure proposed developments can only proceed where adequate wastewater services are available. Future development at Confey will be subject to a masterplanning process that will include close consultation with Irish Water in relation to the phased servicing of the lands. It is noted that some of the water services infrastructure at Confey may need developer led provision and this issue will be explored in detail through the masterplanning process. It is recommended that Section 12.2.2 (Confey) be amended to clarify reference to consultation in this regard.

It is considered that Chapter 9 provides a satisfactory outline of the role Kildare County Council plays in the provision of water services in the county in conjunction with Irish Water under the current legislative provisions for public water service provision in Ireland. No change to the wording in the Draft LAP is recommended on this issue.

Chief Executive's Recommendation:

Insert new statement at the end of Section 12.2.2 Confey as follows:

Public consultation with the community, stakeholders and statutory authorities will be carried out as part of the Statutory Amendment process for the Confey Masterplan.

3.7 AN TAISCE

Strategic Planning & Zoning

An Taisce acknowledges that it is a mandatory requirement for the local area plan to be consistent with Regional Planning Guidelines and the National Spatial Strategy. Reference is made in particular to Box 5.2 of the National Spatial Strategy which outlines an evaluation framework for housing location in urban areas. In this context, concern is expressed regarding zoning at Confey and infrastructural capacity to provide for access and large increases in traffic.

Confey

An Taisce is concerned about the impact of the residential zoning at Confey in terms of traffic through Leixlip and infrastructure requirements to accommodate large scale development, in particular access and traffic congestion at Cope Bridge and Captain's Hill. The Outline Transport Assessment prepared by RPS Group Limited concludes that to service 2000 units at Confey would require the construction of a road bypassing Leixlip town centre. An Taisce submits that the

construction of a road through St. Catherine's Park would raise serious ecological and health concerns.

The LAP identifies St. Catherine's Park as (i) A community facility, (ii) a key local biodiversity area, and (iii) a key green infrastructure area. The park also includes a Slí na Sláinte walking route. The importance of the park for the community, human health and biodiversity must be acknowledged. Any zoning proposal which would necessitate a road being constructed through the park should be reconsidered.

Air quality will be affected by additional traffic generation, which in turn impacts negatively on human health. The planning system plays an important role in improving air quality and reducing exposure to air pollution.

Green Infrastructure can have multiple benefits provided its ecosystems are in a healthy condition. St. Catherine's Park is identified in the LAP as a key infrastructure area with woodland and mature trees. The construction of a road through this park would be contrary to policies and objectives in the CDP and the draft LAP and would undermine the health benefits and biodiversity value associated with the park in its current condition.

Landscape fragmentation caused by transportation infrastructure has a number of ecological effects on biodiversity and habitats. Any zoning proposal which would necessitate a road being constructed through important local biodiversity areas and increase landscape fragmentation would need to be properly assessed.

Housing Growth

The zoning of land for housing at Confey is premature. Alternative lands should be considered for residential development that would support Leixlip's housing target in a sustainable manner. The plan must also consider the impact of additional growth on physical and social infrastructure and be able to provide additional services to provide for envisaged population.

Energy and Climate Change

One of the LAP's strategic aims should involve mitigating emissions as well as adapting our natural and built systems to reduce the negative impacts of climate change to comply with the Planning and Development Acts (Section 7) and Climate Action and Low Carbon Development Act 2015 (Section 15). The LAP needs to contain clear policies and objectives to reduce GHG emissions and promote sustainable transport through the establishment of compact, walkable settlements that are well served by public transport and cycle routes.

Residential Development and Design

New developments should be based on reducing car dependency, which is key to creating more sustainable urban areas and improved quality of life. The LAP should include specific policies pertaining to the design and layout of new residential development, focusing on permeability, favouring walking and cycling.

Conclusion

The Planning Authority should be mindful of the importance of Green Infrastructure and its economic, social and environmental benefits.

Chief Executive's Response:

Strategic Planning & Zoning

Confey is strategically located relative to Leixlip town centre and Confey Rail Station and has been identified as an area that has the potential to accommodate a new residential district. It's location adjacent to high quality public transport infrastructure, complies with the provisions of Government Policy as expressed in 'Smarter Travel, A sustainable Transport Future 2009-2020' (2009) and the 'Sustainable Urban Residential Development Guidelines'. The Draft LAP requires that a detailed masterplan be prepared for the area which will address physical and social infrastructure required to achieve this. The masterplan will include provision for access and increase in traffic movement. The proposed masterplan objective for Confey will define how best to deliver residential development with supporting social and physical infrastructure.

Confey

The Outline Transport Assessment Report referred to by An Taisce is a high level preliminary document which looked at possible development scenarios for Confey and potential options for providing access to the lands. The key finding of the report was that proposals for the lands should be subject to more detailed traffic impact assessment i.e., an evidence based assessment when more information on the quantum of development, nature of development and the transport and road context is available. Accordingly, the preparation of the masterplan will require detailed evidence based transportation assessment which will inform the strategy for the development of this area. Similar detailed evidence based infrastructural and environmental assessments will also be required.

The zoning strategy of the Draft Leixlip LAP seeks to balance national policy on the sequential zoning of land from the urban centre, the efficient use of existing high quality public transport services, the guidance set out in Circular PL 8/2016 APH 2/2016, with government policy that seeks to maximise access to and encourage the use of public transport.

The Draft Leixlip LAP does not include an objective to construct a road though St. Catherine's Park.

The LAP acknowledges the importance of St. Catherine's Park by including it in Figures 11.1 (Habitats) and 11.2 (Green Infrastructure) of the Plan.

Housing Growth

The zoning of land for housing at Confey is considered appropriate, subject to a detailed masterplan which will be integrated into the LAP by way of a statutory amendment. The masterplan will set out detailed phasing proposals and an implementation strategy for the overall co-ordinated development of this strategic land bank and will assess the requirements and delivery of physical and social infrastructure.

It should be noted that the masterplan will be guided by Government policy which seeks to increase sustainability and efficiency in urban areas through greater alignment of land use and transport. Focusing new development at locations proximate to high quality public transport corridors in the interest of a sustainable pattern of urban development is a well-established planning policy principle (most recently confirmed in the National Planning Policy Statement, 2015). The prioritisation of public transport corridors/accessible locations for new development is also clearly identified in

several National Planning Guidelines under s.28 of the Planning and Development Act 2000 (as amended) including the Development Plans Guidelines 2007 (s.4.12), Local Area Plans Guidelines 2013 (s.5.6) and the Sustainable Residential Development in Urban Areas Guidelines 2009 (Chapter 5). The Government's Smarter Travel: A Sustainable Transport Future (2009) policy also reiterates the need for integration of transport and land use planning (Chapter 4) with a general requirement that significant housing development in all cities and towns must have good public transport connections.

Energy and Climate Change

The Kildare County Development Plan 2017-2023 (CDP) is the overarching policy document for the entire county. Adaptation to Climate Change is a mandatory objective of the Planning and Development Act 2000 (as amended), through the promotion of sustainable settlement and transportation strategies in urban and rural areas, in particular having regard to the location, layout and design of new development. Therefore, the County Development Plan seeks includes a series of policies and objectives throughout numerous chapters that will ameliorate the effects of climate change and introduce resilience to its effects to support the implementation of the National Climate Change Strategy 2007-2012, DEHLG (2007) and the National Climate Change Adaptation Framework Building Resilience to Climate Change, DECLG (2012). In addition policy EB 1 in the CDP ensures that new development is designed to take account of the impacts of climate change and that energy efficiency and renewable energy measures are incorporated in accordance with national building regulations, policy and guidance.

Residential Development and Design

The Chief Executive agrees that new developments should be centred on reducing car dependency. This approach is also supported by Government guidance on how to achieve a modal shift to achieve reduced car dependency, such as 'Smarter Travel, A sustainable Transport Future 2009-2020' (2009), the 'Sustainable Urban Residential Development Guidelines' and the Design Manual for Urban Roads and Streets, 2013. The Draft LAP includes policies pertaining to the design and layout of new residential development (Policy HC2 and objectives HCO2.1 – HCO2.4) and permeability (MT1) which promotes walking and cycling.

It is also a strategic objective of the Draft LAP 'To protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use". Furthermore, policy GI1 states: "It is the policy of the Council to protect, enhance and further develop the Green Infrastructure network in Leixlip to provide a shared space for amenity, recreation and biodiversity".

Chief Executive's Recommendation:

No change recommended.

3.8 SOUTHERN REGIONAL ASSEMBLY

The Southern Regional Assembly has no comments in relation to the Draft Leixlip Local Area Plan 2017-2023.

4 SUMMARY OF ALL OTHER SUBMISSIONS AND CHIEF EXECUTIVE'S RESPONSE

The following is a summary of the issues raised in submissions and observations from all persons or bodies (other than prescribed bodies) and the Chief Executive's response and recommendation in relation to the Local Area Plan¹

The issues are given consideration in the context of the relevant chapters of the Draft LAP.

Where it is suggested in a submission that text in the Draft LAP should be removed or amended, it is shown underlined in black font.

Where the Chief Executive recommends proposed amendments to the Draft LAP, deletions are shown ~~in strikethrough blue~~ and recommended new text is shown *in italics red*.

¹ A summary of each submission / observation received is set out in Part II of this report.

4.1 INTRODUCTION (CHAPTER 1)

Main Issues Raised

General

A number of submissions acknowledge the changes made to the November 2016 Draft LAP in relation to population projections, connectivity/permeability, Confey etc., while other submissions indicate that no real changes have been made on foot of the hundreds of submissions made previously.

One submission suggests that the prefatory chapter on all Area Plans should be a summary outlining compliance with the preceding Area Plan.

SEA

It is suggested in a submission that the following be included in Section 1.3 of the LAP:

"It should be noted that the SEA does not take account of the Fingal Co. Co. Proposal as set out in their County Development Plan at page 262 Table 7.1 to provide a link road from the N3 at Clonee to Junction 5 at Leixlip through Kildare lands in St. Catherine's Park and therefore the potential adverse effects of this road are not reflected in the Plan".

Relationship with other Plans

The Wonderful Barn Action Plan 2004, the Architectural Heritage Protection Guidelines and the Flood Risk Guidelines should be included in this section.

One submission notes it is unfortunate the new Regional Retail Strategy did not precede this plan.

Chief Executive's Response:

Submissions acknowledging the previous Draft Leixlip LAP (Nov 2016) are noted.

It is not a statutory requirement of the Planning and Development Act 2000 (as amended) to include a section in a Local Area Plan reviewing the previous LAP and implementation of same. No change.

The Draft Leixlip LAP does not include an objective to construct a road through St. Catherine's Park and therefore this did not form part of the SEA of the plan. No change recommended.

It is stated in Section 1.5 of the Draft Plan that the LAP has been prepared having regard to the Architectural Heritage Protection Guidelines and the Flood Risk Guidelines. The Wonderful Barn Action Plan 2004, the Leixlip Local Area Plan 2010 and the Collinstown Local Area Plan 2010 were all considered in the preparation of the Draft LAP, however as the Draft LAP will supercede these documents it is not considered necessary to list these here. No change recommended.

Section 5.2 of the Draft LAP acknowledges that the regional retail hierarchy is to be reviewed and should the Level 2 Major Town Centre/Metropolitan Area Major Town status change, the LAP will be amended where appropriate. No change.

Chief Executive's Recommendation:

No change recommended.

4.2 LEIXLIP IN CONTEXT (CHAPTER 2)

Main Issues Raised

One submission suggests it is a mistake designating Leixlip as a 'Large Growth Town' in the RPG's in the first instance. Existing infrastructure is already under severe pressure.

One submission suggests that reference to the Regional Status of Collinstown as a Level 2 Town Centre has been removed from the LAP and therefore it does not comply with the Regional Planning Guidelines and the Regional Retail Strategy.

Another submission suggests that the zoning status for lands at Collinstown does not permit retail and residential uses, which is inconsistent with the designation of Collinstown as a Level 2 Major Town Centre in the Regional Retail Strategy. The zoning objective is inconsistent with the written statement, the Regional Planning Guidelines and the CDP and therefore is deficient as it fails to comply with the planning hierarchy. It is suggested that a Town Centre or Mixed Use zoning objective be adopted for the lands at Collinstown which allows for mixed use development compatible with a town centre in place of the Business and Technology zoning objective.

It is stated in another submission that the economic recovery has seen an upsurge in demand for affordable housing in urban areas and the existing supply cannot meet demand.

Chief Executive's Response:

Leixlip is designated as a Large Growth Town in the Regional Planning Guidelines for the Greater Dublin Area. The Draft LAP is consistent with the provision of these Guidelines. No change.

It is stated in Section 4.2 (Capacity) and Section 5.2 (Retailing) of the Draft Plan that Leixlip (including Collinstown) is designated as a Level 2 Major Town Centre/Metropolitan Area Major Town, which is compliant with the regional retail hierarchy set out in the Retail Strategy for the Greater Dublin Area 2008-2016. No change recommended.

It is an objective of the County Development Plan 2017-2023 to seek the re-designation of Leixlip as a Metropolitan Area Level 3 Centre in any new GDA Retail Hierarchy. It is considered that the Business and Technology zoning at Collinstown is consistent with the provisions of the County Development Plan and with the identification of Leixlip as part of the Maynooth/Leixlip Economic Area in the RPGs for the GDA. Notwithstanding this, Section 5.2 of the Draft LAP states "to ensure consistency with the Regional Retail Hierarchy the designation of Leixlip (including Collinstown) as a Level 2 Major Town Centre / Metropolitan Area Major Town is maintained in this LAP. However, the regional retail hierarchy is to be reviewed and should this designation change the LAP will be amended, where appropriate". No change recommended.

The LAP provides for the zoning of New Residential lands in the plan area to comply with the Core Strategy of the County Development Plan and assist in addressing the current demand for housing in the Greater Dublin Area. No change.

Chief Executive's Recommendation:

No change.

4.3 VISION FOR LEIXLIP (CHAPTER 3)

Main Issues Raised

Strategic Vision

A large number of submissions raise concern that the Vision does not refer to the Arts or culture, which is considered a very important aspect of life in Leixlip that benefits the community and the economy. Leixlip is known nationwide for its creative groups and people, whose efforts deserve to be supported. Another submission states that the town should reflect its past as well as its future.

Strategic Aims

It is suggested in the submissions that the strategic aims should be changed as follows:

- 'To deliver new residential development within Leixlip ~~to support that~~ can utilise existing community infrastructure, recreation and amenity facilities. ~~And provide~~ Provide limited new facilities in tandem with those obligated to be created as part of opportunities for significant new housing.
- 'To promote and facilitate a sustainable transport system for Leixlip that prioritises walking, cycling and public transport and provides an appropriate level of road infrastructure, road capacity and traffic management to support the future development of the town without impacting on existing open spaces and St. Catherine's Park in particular'
- 'To protect, enhance, create and connect natural heritage, including areas of international biodiversity importance, high quality amenity areas and other green spaces as a priority over residential development opportunities where applicable throughout Leixlip for both biodiversity and recreational use.
- 'To protect, conserve and manage the unique built heritage of the town including its environs and to encourage sensitive sustainable development so as to ensure its survival and maintenance for future generations.

Chief Executive's Response:

Section 11.10 of the Kildare County Development Plan 2017-2023 refers to Arts and Culture in the Community. Objective ACO 4 of the plan is to "Support the provision of a performing arts space in North Kildare". In addition, the Kildare Local Economic and Community Plan (LECP), a service delivery planning framework which is separate to this LAP process, includes a section (5.10) relating to Community, Recreation, Heritage, Arts and Culture. It is a high level goal of that plan to 'Stimulate, support and activate a diverse range of community, recreation, arts, heritage and cultural experience'. It is agreed that the role of the Arts in Leixlip should be acknowledged in the LAP and it is recommended that Section 7.7 of the Plan be amended to include specific reference to cultural facilities and the Arts. In response to the submission referring to the town's past as well as its future, the policies of the plan seek to protect the towns' heritage assets whilst also providing for future needs.

The suggested amendments to four of the strategic aims of the Draft Plan are noted. The suggested changes seek to amend the provision of community facilities in line with residential development, to offer protection to St. Catherine's Park, to ensure protection of natural heritage and to ensure protection of the built heritage of Leixlip Environs. It is considered that the policies and objectives of the relevant chapters of the Plan address these issues. In relation to the reference to the environs of

Leixlip, the policies and objectives of the plan relate to the entire plan area which includes the environs of the town centre. No change recommended.

Chief Executive's Recommendation:

Amend Section 7.7 of the Plan as follows:

7.7 Other Community, Sports, *Cultural* and Recreation Facilities

Policy HC4: It is the policy of the Council to facilitate and support a broad range of community, *cultural* and recreational facilities to serve the needs of the residents of the LAP area.

HCO4.3: To support and promote the development of cultural, arts and performance spaces in Leixlip.

4.4 CORE STRATEGY (CHAPTER 4)

Main Issues Raised

Strategic Objective

Many submissions express concern that a core objective of the Plan is to accommodate 10.2% of County Kildare's housing growth and that planning for 3315 new units will impact negatively on the character of the town and quality of life for residents. One submission states that the County Development Plan's Core Strategy should be amended to reduce the target population for Leixlip. Another suggests that the need for additional houses must be considered on a national scale.

One submission suggests that the LAP does not provide for any headroom of zoned lands which is inconsistent with Government's Guidelines on Development Plans (2007). The same submission notes that capacity of lands at Confey is significantly constrained over the life of the LAP and there is no possibility that 1500 units can be delivered there by 2023, given the scale of infrastructure required to serve these lands.

One submission indicates that if residential lands are not readily available within the plan, the Council will fail to comply with its own Housing Strategy and therefore the Council must zone additional lands above that shown in the Draft Plan to avoid a shortfall in housing provision in Leixlip.

Function, Population and Scale

The changes made to the Draft LAP in relation to population projections are noted. Some submissions suggest that if 3,315 houses are delivered in Leixlip this could increase the population by 9,945 people (3 persons per household). It is suggested in one submission that using County Development Plan forecasts are too conservative and plans from service providers will be flawed from the outset.

It is suggested in the submissions that the text in Paragraph 4 Section 4.1 should be amended as follows:

Census 2016 vacancy and occupancy rates for Kildare, if applied, suggest a potential population of up to 23,000 persons (approx). *The current revision of the Draft Leixlip LAP 2017-2023 is based entirely on the CDP forecast and as such large elements of the LAP will require alterations prior to population exceeding the CDP forecast over the lifetime of the LAP.*

Key Development Areas

A large number of submissions object to the selection of the 4 no. KDA's and Confey as locations for new residential development, which are detailed below.

KDA1 The Wonderful Barn

A number of submissions have expressed concern about a residential development surrounding The Wonderful Barn for reasons relating to: impact on the Protected Structure; impact on surrounding parklands; impact on the amenity of homes in Castletown; visual impact; security issues; boundary issues with Castletown and Rinawade; traffic and congestion; lack of consultation about type of housing proposed; and concerns that implementation will be poor. It is argued that the parkland around the Wonderful Barn should be protected for heritage and maintained for community use. One submission indicates that the number of units in KDA1 should be reduced from 553 to 400.

KDA2 Celbridge Road East

Many submissions are opposed to KDA2 in principle and request that it be removed from the plan for the following reasons: negative impact on Leixlip Castle Demesne; impact on cultural heritage and character of the area; visual impact; it contravenes policies and objectives of the plan; the removal of parts of the demesne boundary wall to provide access will contravene Protected Structure legislation; traffic problems on the Celbridge Road will escalate; potential for flood risk; overlooking/overshadowing of existing homes from higher ground; reduced capacity in water and wastewater networks; impact on wildlife; overburdened social infrastructure in the vicinity; potential impact on the River Liffey green belt; it would set an undesirable precedent for further zoning within the demesne in the future; high levels of noise from the N4/M4 and related health issues; and noise and jet fuel residues from Weston Aerodrome would render the area unsuitable for residential accommodation.

A number of fundamental studies have yet to be completed which would have informed the LAP, such as Traffic Impact Assessment, environmental studies, biodiversity studies, Noise study; drainage and flood risk assessment. Rezoning for KDA2 should be postponed until such time as the upgrade of the rail and bus corridor is completed. New development should be introduced on a phased basis in line with transport changes.

One submission states that the plan ignores the Special Area of Conservation (SAC) for Leixlip Castle Demesne².

KDA3 Easton

A number of submissions suggest that the number of units in KDA3 should be less than 360-420 houses. Planning permission has been granted for 195 houses on part of this site and the balance cannot realistically be delivered on the remaining piece. The density of the remaining part needs to be specified.

KDA4 Leixlip Gate

One submission suggests that KDA4 should be excluded from the plan as it will cause traffic congestion. Other submissions object to the zoning of land at KDA4 for reasons relating to potential negative impact on the Protected Structure; building heights; safety of the proposed exit onto Green Lane; the proposed pedestrian/cycle access from the R449; the proposed density and the need for a landmark building on the site.

Cumulative impacts

Many submissions raise concern regarding the impact of developing KDA1 and KDA2 in tandem due to impact on built heritage and compounding traffic congestion on the Celbridge Road (1000 new houses in addition to existing schools, church, Parish Centre, neighbourhood centre, shops, housing estates and Hewlett Packard).

Similarly, many submissions raise concern regarding the impact of developing KDA3 and KDA4 in terms of compounding traffic on Green Lane/Glen Easton and the R449.

One submission indicates that most of the proposed houses (with the exception of Confey) are located too far from the railway.

One submission questions where the 'infill sites' which could yield 60-80 units are located.

² Leixlip Castle Demesne is not a Special Area of Conservation (SAC).

Confey and Objective CSO1.3

Over 800 submissions have requested that objective CSO1.3 (Confey Masterplan) be removed from the plan and that related statements, actions and objectives be amended accordingly. This is sought in the interests of protecting St. Catherine's Park.

A significant number of submissions are opposed to the zoning of land for residential purposes at Confey for the following reasons: zoning in the absence of a masterplan/detailed studies would be premature; inadequate infrastructure; impact on St. Catherine's Park; impact on existing community; environmental implications; health and safety concerns; flood risk; uncertainty about access/roads infrastructure; traffic & impact on Captain's Hill; potential social problems; and precedent for additional zonings in Fingal and Meath. One submission considers a proposal of this size would be more appropriate inside the M50 and another submission considers Confey to be a 'trojan horse' making the road through the park inevitable.

A small number of submissions support the potential of lands at Confey as a strategic growth area and the proposed development of a new residential district subject to masterplan, which will ensure an orderly phased development in a logical and sustainable manner, with necessary infrastructure delivered in tandem with housing. One submission indicates that a successful plan could make Confey a model community for others. One submission suggests that the development of Confey should be a Strategic Development Zone.

A small number of submissions suggest that 200 houses at Confey would be more appropriate and this would facilitate a new car park at Confey Train Station.

Table 4.1

One submission notes that the target of 3315 units is not the actual count shown for the 4KDA's and Confey area.

Table 4.2

Some submissions suggest that a new Table 4.2 should be included as the LAP lacks specific detail with regard to the mix of housing types and related densities and sizes provided in each KDA. Indicative densities such as those included in Section 4.2.1 of the 2002 LAP should be included.

Terminology

Some submissions suggest that the phrase 'timely provision of infrastructure' must be challenged as there is little evidence this will be achieved. Similarly, it is suggested that the phrase 'support and facilitate' does not confirm that provision of community facilities will happen.

Infrastructure

A significant number of submissions raise concerns about existing infrastructure and the impact of all 4 KDAs and Confey on physical and social infrastructure for Leixlip and on citizens lives. Leixlip has existing problems in relation to wastewater, water, traffic, public transport and roads which are all running at capacity. Community, education, leisure and healthcare facilities are already overcrowded without extra housing. Open space, parkland and heritage are under threat. Leixlip needs to develop as a community and as a nice place to live. Infrastructure should take place before, not after development.

CSO1.4 Collinstown

Conflicting views are expressed in the submissions regarding Collinstown and Objective CSO1.4.

Many submissions consider it appropriate to develop Collinstown as a digital hub, as proposed in the Draft Plan, for the following reasons: the lands are strategically located and highly accessible; it has the potential to facilitate a critical mass of high order employment uses and hence is less suitable for housing development; it will bring a balanced approach to the development of the town; occupants should be large companies or corporations relevant to the tech industry.

Many submissions consider it more appropriate to develop Collinstown as a residential area for the following reasons: it will not threaten St. Catherine's park; infrastructural costs would be less; it's close to the railway line/bus route/N4/Intel; new schools can be built there for west Leixlip; with HP closing there is no need for Collinstown to be Business/Technology; it can facilitate higher density; delivery would be quicker and cheaper; and some of the NAMA owned lands should be transferred to KCC for construction of public housing and amenities.

Two alternative Objective CSO1.4 are proposed in the submissions:

"To promote and support the development of a new residential and community district at Collinstown. A masterplan shall be prepared for Collinstown and integrated into the Leixlip Local Area Plan by way of Statutory Amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended). No development shall be permitted in the masterplan area until such time as the masterplan is integrated into the Local Area Plan". Other related statements, actions and objectives in the LAP should be amended accordingly.

"To accommodate new residential development to include mixed-town centre development, high density residential, local retail and services, along public transport corridor, on a grid layout, car-free streets, pedestrian/cycle access to employment, near-zero-energy housing with educational, childcare and recreational provision. A self-contained, high density residential area with shops, school, childcare and other services would significantly address the housing requirements of the County Council."

A small number of submissions refer to the Collinstown Local Area Plan 2010 and suggest that the 700 houses planned for in that Plan must be included in the Leixlip Draft LAP. This would increase the total number of houses to 3850 and the Core Strategy should be amended accordingly. Another submission states that the positive elements of the Collinstown LAP have been disregarded such as a new centre, theatre, cinema, etc.

Consultation

Many submissions request further consultation in relation to the Confey and Collinstown masterplans in advance of any variation to the LAP.

Alternatives

The following lands were suggested in some submissions for consideration of development:

- From the Salmon Leap to the Spa hotel (near the town and the N4);
- lands on the link road between Intel and Celbridge;
- land east of St. Mary's Park that surrounds the Liffey Valley Hotel;
- land along the banks of the Rye near the Distillery apartments or the rear of Confey College.

HP

A small number of submissions refer to the Hewlett Packard site and note that the plan does not acknowledge that HP is downsizing. It is suggested that the HP site should be re-evaluated as this

could be a better and cost effective option for housing as it has direct access to public transport and the strategic road network. This would negate the need for development at Confey.

Chief Executive's Response:

Strategic Objective

The Kildare County Development Plan 2017-2023, adopted by Kildare County Council in February 2017, includes in the Core Strategy that 10.2% of the County's housing growth (3315 new units) should be planned for Leixlip. The LAP must comply with the CDP. It is outside of this process to recommend an Amendment to the County Development Plan's Core Strategy. The need for housing is being considered on a national scale in the preparation of the new National Planning Framework being carried out by the Department of Housing, Planning, Community and Local Government. No change recommended.

The Core Strategy figure of 3,315 units incorporates inbuilt headroom in accordance with Development Plan Guidelines 2007 as detailed in Section 2.9 of the County Development Plan. No change.

The Chief Executive is satisfied that sufficient land is zoned for new residential purposes in the Draft LAP to ensure compliance with the County Core Strategy. It is not proposed to include any additional zoning above that already included in the Draft Plan. No change.

Function, Population and Scale

It is considered that Section 4.1 of the Plan adequately reflects the most up to date and available population data at the time of publication. The Plan provides for a growth range of 19,794 – 23,000. No change.

KDA1 The Wonderful Barn

Section 4.6 and 4.10 of this report addresses concerns in relation to tourism and heritage. In response to concerns regarding impact of traffic on the Celbridge Road it is an objective of the plan that a Traffic Impact Assessment that takes into consideration the development potential of KDA 2 be carried out.

A number of submissions raise concern regarding the impact of traffic from KDA 1 and KDA 2 onto the Celbridge Road. To mitigate this, traffic impact assessments will be required for significant developments in these areas.

KDA2 Celbridge Road East

In respect of concerns regarding the potential for development of these lands to overlook Leixlip Castle it is noted that the KDA is physically and visually separated from Leixlip Castle by a woodland belt. Furthermore, the design brief requires a high quality of design and layout which is required to minimise impact on Leixlip Castle.

In response to concerns regarding impact on traffic on the Celbridge Road it is recommended that reference is made under 'Connectivity/Movement' that any significant planning application is to be accompanied by a Traffic Impact Assessment and takes into consideration the cumulative impact of the development potential of KDA 1.

With regard to potential impact of Weston Airfield on the proposed development, the area is located outside of the safety zones identified in Chapter 6 of the Kildare County Development Plan 2017-2023. No change recommended.

The LAP is accompanied by a number of environmental reports (SEA, AA, SFRA). There is no SAC for Leixlip Castle.

KDA3 Easton

It is noted that planning permission has recently been granted by An Bord Pleanála for a residential development on KDA3. Table 4.1 sets out estimated residential capacity and supports a density range of 30-35 units per hectare in KDA3. The actual density of development and number of units permissible will be determined at detailed design stage based on a full assessment of site characteristics and local sensitivities. No change.

KDA4 Leixlip Gate

Section 12.1.4 provides a Design Brief for the development of KDA4 and this includes mitigation measures in relation to the Protected Structure, appropriate density. It is recommended that provision for a Traffic Impact Assessment be included to mitigate against traffic impact.

Cumulative impacts

It is considered that the objective to harness the potential of Leixlip's heritage and tourism assets, and also facilitating residential development within Leixlip Castle Demesne and The Wonderful Barn are not mutually exclusive. In this regard, development is outside of the curtilage and attendant grounds and careful consideration has been given to the potential impact of development upon their character and future potential (including tourism potential) of the Castle and Wonderful Barn complex and any development proposals will have to comprehensively address these issues.

In relation to concerns about the cumulative impacts of traffic from KDA1 and KDA2 on the Celbridge Road and from KDA3 and KDA4 on Green Lane/Easton, it is considered appropriate to include the requirement for a Traffic Impact Assessment in Section 12 of the Draft LAP. See Section 4.12 of this Report.

In relation to the submission indicating that the KDAs are located too far away from the train station to access by walking, the plan's policy promoting permeability provides for short walking/cycling journeys in this regard. No change.

The 'infill sites' referred to in Section 4 of the Plan relate to small pockets of land dotted throughout the plan area which are zoned residential or town centre on which small schemes of residential units may be appropriate.

Confey and Objective CSO1.3

Objective CSO1.3 states:

"To promote and support the development of a new residential and community district at Confey, Leixlip, in tandem with the delivery of high capacity public transport and necessary physical, social and economic infrastructure. A masterplan shall be prepared for Confey and integrated into the Leixlip Local Area Plan by way of Statutory Amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended). No development shall be permitted in the masterplan area until such time as the masterplan is integrated into the plan".

In response to concerns seeking the omission of this objective and regarding the scale of residential development which is proposed in the Confey area, it is noted that in order to provide an adequate supply over the Plan period to comply with the core strategy, new housing land is required to come forward. Confey is strategically located relative to Leixlip Town Centre and Confey Rail Station and is considered to have potential to accommodate a new residential district.

The Chief Executive notes that Government policy seeks to increase sustainability and efficiency in urban areas through greater alignment of land use and transport. In relation to residential development, this policy seeks to increase residential densities and identify suitable development lands in areas proximate to public transport corridors. Appropriate development of rail-based sites is necessary to protect investment in public transportation at key locations and to make viable, rail-based transport provision. Investment in high quality public transport infrastructure has to be economically justifiable and this can only occur with sufficient critical mass of either existing or planned population. The proposed masterplan objective for Confey, will define how best to deliver residential development, with supporting social and physical infrastructure, without compromising the longer term development objectives that are necessary to sustain viable rail based public transport provision while at all times retaining the quality of the living environment for existing and future residents, ensuring consistency with Government policy and protecting public investment in public transport.

Focusing new development at locations proximate to high quality public transport in the interest of a sustainable pattern of urban development is a well-established planning policy principle most recently confirmed in the National Planning Policy Statement, 2015 (Principle No. 5). The prioritisation of public transport corridors/accessible locations for new development is also clearly identified in several National Planning Guidelines under s.28 of the P& D Act 2000 (as amended) including the Development Plans Guidelines 2007 (s.4.12), Local Area Plans Guidelines 2013 (s.5.6) and the Sustainable Residential Development in Urban Areas Guidelines 2009 (Chapter 5). The Government's Smarter Travel: A Sustainable Transport Future (2009) policy also reiterates the need for integration of transport and land use planning (Chapter 4) with a general requirement that significant housing development in all cities and towns must have good public transport connections. The zoning strategy of the Draft Leixlip LAP with particular reference to the lands at Confey seeks to balance national policy on the sequential zoning of land from the urban centre, the efficient use of existing high quality public transport services, the guidance set out in Circular PL 8/2016 APH 2/2016 with regard to housing delivery and ready to go sites, with government policy that seeks to maximise access to and encourage the use of public transport.

See Section 4.11 (Green Infrastructure) of this report for further detail on St. Catherine's Park.

Table 4.1

It is noted that the total number of units shown in Table 4.1 amounts to 3300 units whereas the Core Strategy figure requires 3315. The footnote to Table 4.1 indicates that the figures represent an estimate only and that the number of units will be determined at detailed design stage. The Chief Executive is satisfied that the Draft LAP complies with its Core Strategy obligations in this regard and no change is recommended.

Table 4.2

The 2002 Leixlip Local Area Plan pre-dates the publication of national guidance 'Sustainable Residential Development in Urban Areas Guidelines'. Section 7.4 of the Draft Plan refers to 'Residential Density, Mix and Design'. It is considered that the policies and objectives of the plan

adequately deal with ensuring compliance with Government Guidelines in this regard and ensuring a high quality urban residential environment is achieved through the development management process. No further change is recommended. Furthermore, in accordance with Section 17.4.3 and Table 17.3 of the County Development Plan, residential schemes require a Housing Mix Statement to be submitted at planning application stage. No change.

Terminology

The 'timely provision of infrastructure' will be implemented/monitored by condition of planning permission. The role of the Council in the direct provision of community facilities is limited, however the plan, which supports and facilitates the provision of community facilities, will permit appropriate proposals through the development management process. No change.

Infrastructure

Chapter 13 identifies infrastructure to be phased and delivered with new development including inter alia childcare provision, road upgrades and open space. The County Development Plan includes robust policies in relation to proposed developments only proceeding where adequate wastewater services are available. No change.

CSO1.4 Collinstown

It is an objective of the County Development Plan 2017-2023 to develop North Kildare as a centre of excellence in the knowledge based economic, with a key focus on high tech/ bio tech sectors, research and development, ICT and manufacturing. Leixlip is part of the North Kildare Economic Cluster and is designated as a Primary Economic Growth Town. Its position within the Dublin Metropolitan area is its core economic strength. In light of its highly accessible and connected edge of city location, the availability of a highly skilled workforce and supporting infrastructure and facilities, Leixlip is a globally competitive business location for new FDI and export led investment. Increasing international uncertainty arising from political and economic events will mean that the potential of Leixlip needs to be carefully managed. The availability of a quantum of zoned land in Leixlip to accommodate regional scale employment development is an important step in securing its future and in ensuring that north Kildare is positioned to benefit from future investment that may arise, particularly in the wake of Brexit.

The lands at Collinstown are strategically located in North Kildare at a location which is highly accessible in the context of the strategic road and rail networks, and have the potential to facilitate a critical mass of higher grade business and technology uses at this prominent location. The lands are also well positioned within the Intel and Hewlett Packard tech cluster and close to Maynooth University. The LAP therefore promotes Collinstown for Business and Technology use. No change recommended.

The Collinstown Local Area Plan 2010 has expired. The Draft Leixlip Local Area Plan 2017-2023 will supersede the Collinstown Local Area Plan 2010. The proposed Q zoning status for lands at Collinstown does not permit residential development. It should be noted that lands zoned New Residential in KDA 3 were included in the Collinstown LAP 2010 and it is proposed to retain the residential use at this location. No further change recommended.

Consultation

The masterplan for the lands at Confey will be adopted by way of a statutory amendment to the LAP. The statutory amendment process requires that consultation takes place with the public and

statutory authorities. To clarify the matter, it is proposed to include an additional statement in Section 12.2.2.

The Collinstown masterplan will be agreed with the Planning Department through the development management process (i.e. planning application) which includes its own consultation process with opportunities for public engagement and referrals to statutory authorities. No change.

Alternatives

- Lands from the Salmon Leap to the Spa hotel are located within the functional area of South Dublin County Council and cannot be considered under this plan.
- Lands to the east of the link road between Intel and Celbridge are zoned for New Residential development;
- Land east of St. Mary’s Park that surrounds the Liffey Valley Hotel is considered under Section 5 of this report;
- The Strategic Flood Risk Assessment indicates that lands located along the Rye and to the rear of Confey College are located in Flood Zone A which would be unsuitable for residential development.

HP

The Chief Executive agrees that the lands at Hewlett Packard should be future proofed to ensure continued employment use. It is therefore recommended that the zoning matrix be amended to allow office use in the ‘H Industrial and Warehousing’ zone.

Chief Executive’s Recommendation:

Insert new statement at the end of Section 12.2.2 Confey as follows:

Public consultation with the community, stakeholders and statutory authorities will be carried out as part of the Statutory Amendment process for the Confey Masterplan.

Amend Table 13-3 Land Use Zoning Matrix as follows:

Land Use	A – Town Centre	B - Existing Residential & Infill	C – New Residential	E – Community & Educational	F – Open Space & Amenity	N Neighbourhood Centre	H - Industrial &W/housing	I - Agriculture	Q – Business & Technology	U -Public Utilities
Offices	Y	O ³	O	O	N	O	N Y	N	O	N

³ Proposals of this nature shall be restricted to circa 100sqm.

4.5 URBAN CENTRE AND RETAILING (CHAPTER 5)

Main Issues Raised

Town Centre

One submission welcomes the Urban Centre and Retailing objectives, and another welcomes the objectives for riverside walks, improving access and preventing undesirable uses. Another submission suggests that the traditional heart of Leixlip Village is not an attractive area for residents or businesses because of the large volume of vehicular traffic. Vacancy and dereliction are mentioned in many submissions, especially on Main Street. One submission indicates that 28% of the Village's shop premises were disused on one count some years ago.

Many submissions refer to the lack of car parking spaces and turning areas, and the huge impact this has on the growth of Leixlip as a business town centre.

Some submissions query what the LAP will do for the town centre to encourage new retail and business activity. Concrete proposals from the Council would be welcomed.

Some submissions query the benefit of a pedestrian link between Captain's Hill and Mill Lane link, as expressed in UCRO1.3.

It is suggested that objective UCRO1.4 be amended as follows:

To improve the accessibility of the town centre with particular emphasis on creating an environment that is accessible to a mix of *motorists*, pedestrians and cyclists. *The LAP identifies the lack of car-parking and bicycle facilities in and around the town-centre to cater for the existing and future population of Leixlip.*

It is also suggested that an Action be amended as follows:

To ~~work with relevant agencies and stakeholders~~ undertake a retail health check survey in the town centre and ~~identify actions to support town centre regeneration~~ *implement the recommendations to regenerate business activity in the town.*

Retailing

It is noted in the submissions that the town is poorly serviced with shopping centres and that larger centres at Lucan, Maynooth and Liffey Valley pull shoppers out of Leixlip.

One submission queries the Core Retail Area in Figure 5.1 and considers it should be extended to the north to include the former Motions building, to the east to include Mill Lane, to the terrace of shops on Dublin Road Street and to the west to include Pound Street.

Town Centre Public Realm

One submission suggests that detailed proposals of how the public realm improvements will be achieved together with a schedule for completion should be included in the plan.

Some submissions refer to the ESB site and seek the removal of the telecommunications mast there as it dominates the skyline. It is suggested that the site could be used for a playground or re-developed as a tourist/heritage information office.

In relation to Policy UCRO3.4 "investigating the potential" for widening the paths does not go far enough. The footpath on the south side of the Main Street is too narrow and hazardous to pedestrians.

Another submission suggests that UCRO3.4 should be amended as follows:

'To investigate the potential for re-designating on street parking area for set down areas at predetermined times during the day, ~~widening paving along suitable portions of Main Street to incorporate designated parking, set down areas~~, investigating options for an additional car park in the town and potential for new tree planting.

One submission objects to the proposal connecting the Rye River walkway to the Main Street as it will lead to anti-social behaviour (UCRO3.9).

Undesirable Uses

One submission suggests that clear restrictions should be put in place for business units in Leixlip and that any vacant pubs, off licences, takeaways and betting shops be given another use.

One submission indicates that banning takeaways at this stage is too late. The Council has failed to police developments in the past, regarding opening hours, litter etc.

Public Realm Improvements

Differing views are expressed in relation to Public Improvement No. 1 at Arthur Guinness Square. Some welcome the proposal, noting it will be difficult to achieve as the hotel car park is accessed via the public car park. Some submissions suggest the proposals are a waste of money and object to the amount of signage erected at Arthur Guinness Square and the monument on Main Street as Guinness is not unique to Leixlip.

One submission objects to Public Improvement No. 2 as the boardwalks being erected along the River Rye and the Liffey are too expensive to erect and maintain and are prone to vandalism.

Other proposals included in the submissions for the general improvement of the town centre include:

- Ralph's Square and the Boardwalk/Boathouse should be upgraded to make it more desirable from a public and business perspective.
- Developing retail units along the Liffey and/or the Rye.
- Re-opening of closed-in archways which historically provided access to the backs of Main Street premise.
- Encourage the use of houses on Main Street back into residential use.
- Develop a new, standard elevation for the old residences and shops on the south side of Main Street, encouraging them to raise the level of their roof line to allow modern use of the upstairs of these premises
- Create a scheme to provide access to the rear of the terrace of eight houses on the Mall.

- Acquire the small paddock between the western boundary of Shingled House (1, Main Street) and Dublin Road (the bridge road) and turn it into a car park.
- Create a roundabout at the junction of Mill Lane, Dublin Road Street and Main Street.

Chief Executive's Response:

Town Centre

The support expressed in the submissions for town centre objectives is welcomed. The policies and objectives of this plan aim to improve the vitality and viability of the town centre to make it a more attractive place for residents and businesses. The submissions received in relation to vacancy are also noted. It is acknowledged in Section 5.1 of the plan that town centre vacancy is a significant issue in Leixlip and policy UCR5 is to apply the provisions of the Derelict Sites Act and the Urban Regeneration and Housing Act 2015 to address this matter. No change recommended.

Concerns regarding the lack of car parking facilities in the town centre are noted. These are matters considered further in Section 4.8 of this report (Movement & Transport).

In response to concerns about how the plan will encourage new retail and business activity, it is not within the remit of this plan to provide fiscal incentives. However, the plan supports the reuse of existing buildings for appropriate uses should such proposals emerge. The policies and objectives of the plan aim to improve the public realm and permeability, making the town centre a more pleasant physical environment to entice business and customers back to the Main Street.

The pedestrian link between Captain's Hill and Mill Lane link is included in the plan to encourage improved permeability for pedestrians and cyclists in the town centre. No change.

In response to the suggested changes to objective UCRO1.4 it is considered that car parking and bicycle facilities are addressed in Chapter 8 of the Plan. Furthermore, it is considered that the retail health check Action as included in the Draft LAP is satisfactory. No change.

Retailing

In response to the submission regarding the lack of shopping centres in Leixlip, the town centre policy objectives (UCR1) and retail policy objectives (UCR2) provide the necessary framework for opportunities of an appropriate scale which may arise through inter alia site assembly and redevelopment or adaptive reuse of existing buildings / premises. The Chief Executive would highlight the Aldi at Pound Street which is currently under construction as an example of how such policies can expand retail provision / business in the town. No change.

In response to the submission which did not agree with the identified 'core retail area', it was identified following a detailed land use survey which distinguished retail use, commercial activities (such as hotel, leisure and cafes), office uses, residential uses and vacant uses. The designated Core Retail Areas of the main centres of the county, including Leixlip, are provided in Maps 9.1 – 9.9 of the County Development Plan and which provide guidance on the application of the sequential test. No change recommended.

Town Centre Public Realm

In response to the submission seeking a schedule for completion of the public realm improvements to be included in the Plan, it is considered that this is an operational matter which is subject to detailed design, further approval, funding, etc. and therefore is premature at this time. No change.

In relation to the ESB site, it is an objective of the plan in Chapter 9 (IO4.5) to support ESB in identifying a suitable alternative site for the relocation of the existing telecommunications mast at Mill Lane. The 'Town Centre' zoning objective for the site allows the consideration of uses such as a tourist office, car park or playground as suggested. No change.

In response to the submissions referring to objective UCRO3.4 "investigating the potential" for widening the paths did not go far enough, it is noted that there are a number of practical issues that have to be considered in relation to any proposal with the potential to impact on a public road. In this context, it is considered that the policy is appropriate. No change recommended.

In response to the suggested re-wording of UCRO3.4, it is considered that the objective in the Draft LAP is more appropriate. No change.

In response to the submission objecting to the proposal to connect the Rye River walkway to the Main Street, the purpose is to increase permeability and facilitate walking and cycling, thus reducing car dependency and resulting traffic from short journeys. No change.

Undesirable Uses

The LAP forms the planning context in which future proposals or changes of use are considered. In respect of the policing of developments such as takeaways to restrict their opening hours and obliging them to collect litter within a certain distance of their premises, it is noted that these are matters of enforcement which are outside of the remit of the LAP. No change.

Public Realm Improvements

A number of submissions expressed opinions regarding the proposed public realm improvements included in the Draft LAP for the town centre. It is considered that the LAP presents a strong policy framework for improvements of the public realm in Leixlip, including identifying a framework for 3 no. indicative improvements. The Chief Executive also notes that the LAP in particular seeks to reinforce links between Main Street and both the River Liffey and Rye. No change.

In relation to the submission regarding the Boardwalk/Boathouse, it is an objective of the plan to promote the restoration of the Boat House on the River Liffey where it meets the River Rye and to promote the area as a recreational amenity (BHO1.9). No change.

The Chief Executive acknowledges the submissions which suggested other proposals for the general improvement of the town centre. Many of these have, or will be, promoted through the LAP including the relocation of the telecom mast (IO4.5), tree planting (GIO1.9), junction improvements at the junction of Mill Lane, Dublin Road Street and Main Street (Transport Map). The Chief Executive agrees with the recommendation to promote the re-opening of closed-in archways off Main Street to provide access to the back of Main Street and this is an objective of the plan in UCRO3.9. In relation to other suggestions, it is noted that it is an action under UCR3 that an Urban Design and Public Realm Study for Leixlip Town Centre be prepared; it is also an action under MT4 to undertake a parking study of the town centre to identify suitable opportunities for on-street and off-street parking. The Chief Executive considers that these studies are the appropriate context to

explore some of the suggestions further. One submission suggests that the overall objective for Main Street should be to encourage its reversion to predominantly residential use and raise ridge heights to facilitate attic use. Main Street is within the historic core of Leixlip which has been designated an Architectural Conservation Area (ACA) in the Kildare CDP. The Architectural Heritage Protection Guidelines for Planning Authorities incorporates general guidance in relation to new developments in ACA's and it is the policy of the CDP to ensure that new development in ACA's is sited and designed appropriately and would not be detrimental to the general character of the ACA. It is an objective of the County Development Plan (ACAO2) to prepare a character statement and area specific policy objectives for the Leixlip ACA. In the absence of these, it is premature to make any recommendations regarding significant interventions which would alter the character of premises along Main Street. No change.

Chief Executive's Recommendation:

No Change.

4.6 ENTERPRISE, ECONOMIC DEVELOPMENT & TOURISM (CHAPTER 6)

Main Issues Raised

Employment Profile and Economic Development Strategy

One submission notes that Intel is the biggest multi-national FDI in Ireland and that the plan must prioritise longer term interests and make the town attractive for Intel staff to live locally.

Some submissions indicate that HP is winding down and suggest that the Plan must make reference to this. It is suggested in one submission that Section 6.2.1 of the Plan be amended as follows:

“Leixlip is home to two of the largest employers in the county, Intel and Hewlett Packard, however Hewlett Packard are to cease operations by the end of 2017. These multinational industries have long established relationships with Leixlip and have made significant investments in the development of their respective campuses at Collinstown and Barnhall. Collectively these two sites account for approximately 152 ha of industrial and warehouse zoned land in Leixlip.

Both companies engage in continuous estate management including reconfiguration and repurposing of existing buildings on site, upgrading of site infrastructure and new build if/as required. This LAP supports the on-going operations of ~~these significant industries Intel Ireland~~ and also supports further appropriate levels of expansion at the Intel ~~and Hewlett Packard~~ business campuses. *This LAP is also supportive of new businesses being sought to occupy the Hewlett Packard campus in the future.* All proposals will be required to take full account of the sensitivities of the receiving environment including European designated sites' conservation objectives and Intel's designation as a Seveso site.”

One submission suggests that new manufacturing employment should seek to (a) provide work of a nature not now provided, i.e. blue-collar work, (b) facilitate sub-suppliers to the main manufacturers and (c) be such as to facilitate the exploitation of Leixlip's strengths – proximity to the Capital and road/rail/flight infrastructure, adequate provision of water, electricity, access to third-level colleges for R&D and collaboration in labour supply.

It is suggested in some submissions that the relocation of the Guinness brewery to Leixlip should be pursued.

It is stated in one submission that the Council's policy on the establishment of petrol stations has had the effect of inhibiting the establishment of such businesses within the curtilage of the town.

Availability of Zoned Land

A significant number of submissions support the Q Business & Technology zoning at Collinstown for reasons listed in Section 3.4 (Core Strategy) of this report.

It is suggested in a submission that Section 6.2.2 of the plan be amended to support continued occupation of the HP site into the future as follows:

The County Development Plan and this LAP therefore promotes Collinstown for Business and Technology use, to be developed in accordance with a masterplan to be prepared for or on behalf of Kildare County Council. *The Council will also seek to work with IDA Ireland to seek to source an appropriate business or businesses to utilise the Hewlett Packard campus in the short to medium term future'.*

One submission suggests that objectives in relation to Intel (EDTO1.2, EDTO 1.3, EDTO 1.4 and EDTO 1.5) should be quashed as these relate to Exemptions for development where Seveso Directives apply. No extensions should be allowed in the vicinity of the Intel Seveso establishment as it intensifies risk and health & safety. These have been included in the plan to ensure exempt development.

The Seveso III Directive, relating to coping with major accidents etc., obliges the publication of an emergency evacuation plan in the event of such an emergency. The Council has not published one.

Tourism

Some submissions welcome the proposals to develop the tourism potential of the waterways, upgrade existing roads and to develop the commercial potential of the area. The Royal Canal greenway is also welcomed.

Numerous submissions refer to The Wonderful Barn and suggest that this should be developed as an integrated tourist attraction, visitor centre/community use with public parking, skatepark and picnic area. It is also suggested that the parklands must be enhanced to a high quality amenity area/green space for biodiversity and recreational use. It's one of a kind in Europe and has significant tourist potential. The plan should contain an objective to develop a conservation and management plan for the entire site, and a phased plan for the development of the tourist attraction. A Discovery Park idea should be included with a theme (e.g. The Great Famine).

One submission raises concern that efforts to preserve, restore and promote heritage sites within the town are underfunded and there is no support for renovation and preservation of these sites.

A suite of amendments to the Tourism objectives are suggested in the submissions. They are:

- EDTO3.1: add "with a view to establishing an information/tourist office in Leixlip town".
- EDTO3.2: add "and Leixlip to Lucan via St. Catherine's Park".
- EDTO3.9 should be amended as follows: To promote The Wonderful Barn as an integrated tourism attraction to include the complementary commercial uses (See Section 9 also). *In line with BHO1.8 a Discovery Park should be created on the Wonderful Barn site, aligning with the existing Wildlife and Heritage assets. This would widen the appeal as regards tourism. Provision of picnic areas as part of the parkland will also improve the site for tourism.*
- New tourism objectives: To establish an information/tourist office in the town centre to provide information leaflets to visitors on history/heritage issues and the availability of local amenities e.g. walking/cycling routes etc.
To protect the scenic amenity, landscape, biodiversity and tourism potential of St. Catherine's Park from any works which would impact negatively on this vital natural resource to Leixlip and surrounding area".
- To survey the heritage site listed as Leixlip Spa, develop and fund a plan of action to restore it to a point where its preservation can be maintained. Ensure that any residential development on the Parkland surrounding the Wonderful Barn is done in a manner that will protect its structural integrity and its unique sightlines'.
- To seek to elevate Leixlip to a heritage town status based on its Architectural heritage, links to culturally iconic enterprise (Guinness) and its history (Battle of Confehy).

A new Action under EDT3 Tourism is also suggested:

To provide an information/welcome board inside the Glendale Meadows gate of St. Catherine's Park showing options for walking routes in the park and providing information on the flora and fauna to be found in the park.

It is noted that EDT03.5 is too late as Leixlip House is used by SDCC for homeless accommodation.

Chief Executive's Response:

Employment Profile and Economic Development Strategy

The Draft Plan acknowledges the important role of Intel and HP in Leixlip and Kildare, and it seeks to encourage their continued operation at this location. The policies and objectives of the plan generally seek to provide for the proper planning of the town, including the zoning of additional land for new homes, to improve the residential offer in Leixlip.

In relation to HP, the Chief Executive agrees that Section 6.2 of the Plan should be amended to support the continued use of the HP Campus for employment uses.

The Plan acknowledges the strategic location of Leixlip in North Kildare for its development as an enterprise and employment area. The plan provides for the zoning of land for 'Industrial and Warehousing' and 'Business and Technology' in this regard. In response to the point that new manufacturing employment should be sought to facilitate the exploitation of Leixlip's strengths, this is already included in objective EDT01.1 which includes manufacturing.

In response to the recommendation for the Council to pursue the relocation of the Guinness Brewery to Leixlip, it is noted that Diageo opened a brewery at its premises in St James Gate, Dublin, in 2014. However, the Council in association with the relevant agencies will continue to promote Kildare as a location for investment and jobs. The strategic zoning of land at Collinstown for 'Business and Technology' is an example of this.

Concerns that the Council's policy on petrol stations has had the effect of inhibiting the establishment of such businesses within the curtilage of the town are noted. In this regard, Section 17.13.6 of the County Development Plan requires that petrol filling stations must be located on the outskirts of the town or village but inside the 50km or 60km speed limit. Given the more diverse role of petrol stations in recent times including provision of a wide range of convenience and other goods, it is considered that the Council's position is appropriate and is in accordance with national Retail Planning Guidelines. No change.

Availability of Zoned Land

The support expressed for the Business & Technology zoning at Collinstown is noted.

It is agreed that the plan should include a reference to working with national agencies to ensure the HP campus remains and integral employment hub for Leixlip.

Planning authorities are required to have regard to the potential effects of relevant development in terms of the risk or consequences of a major accident for public health and safety; however, there is no preclusion of development in principle in the vicinity of a SEVESO site and there is guidance in respect of planning applications relating to same. The Chief Executive therefore does not

recommend the removal of EDT01.2, EDT01.3, EDT01.4 and EDT01.5. None of the policies in the draft LAP provide exemptions for development of or in the vicinity of the Intel Seveso establishment. The LAP includes policy EDT01.4 and EDT01.5 which specifically require the Council and development proposals in the vicinity of Seveso sites to comply with the requirements of the Seveso III directive and specifically consider matters such as potential effects on public health and safety.

One submission notes that the Seveso III Directive obliges the publication of an emergency evacuation plan in the event of such an emergency but that the Council has not published one. An External Emergency Plan, which considers industries affected by the Seveso II Directive, was made in June 2016 in agreement between An Garda Síochána, the Health Service Executive and Kildare County Council. No change.

Tourism

The support for tourism objectives expressed in the submissions is noted.

Objectives EDT03.8 and EDT03.9 promotes The Wonderful Barn as an integrated tourism and amenity destination. Objective OSO1.7 also promotes the provision of a public Park at The Wonderful Barn. Car parking, a picnic area and a skatepark are all considered appropriate ancillary uses at this location which would be subject to a detailed design in the context of an overall conservation and management plan. The integration of an appropriate level of car parking will be considered at development management stage, in conjunction with other issues such as landscaping, visual amenity etc. It is recommended that objective EDT03.9 should be amended to provide for a conservation and management plan in this regard.

The Chief Executive notes that the Leixlip House Hotel has been sold. A planning application is being considered from Dublin City Council to facilitate its use for residential purposes.

Chief Executive's Recommendation:

Amend Section 6.2.1 'Supporting Existing Business' as follows:

Leixlip is home to two of the largest employers in the county, Intel and Hewlett Packard. These multinational industries have long established relationships with Leixlip and have made significant investments in the development of their respective campuses at Collinstown and Barnhall. Collectively these two sites account for approximately 152 ha of industrial and warehouse zoned land in Leixlip.

Both companies engage in continuous estate management including reconfiguration and repurposing of existing buildings on site, upgrading of site infrastructure and new build if/as required. This LAP supports the on-going operations of these significant industries and also supports further appropriate levels of *development and reconfiguration expansion* at the Intel and Hewlett Packard business campuses. *The Council will work with local and national agencies to seek to ensure the HP campus remains an integral employment hub for Leixlip.* All proposals will be required to take full account of the sensitivities of the receiving environment including European designated sites' conservation objectives and Intel's designation as a Seveso site.

Amend EDTO3.1 as follows:

To identify opportunities to improve the tourist product in Leixlip, *including an information/tourist office*, and to co-operate with the appropriate statutory agencies, private tourism sector and community groups.

Amend EDTO3.9 as follows:

To promote The Wonderful Barn as an integrated tourism and amenity destination with complementary commercial uses (see Section 9 also) *to be informed by a detailed conservation and management plan*.

4.7 HOUSING & COMMUNITY (CHAPTER 7)

Main Issues Raised

Demographic profile

Some submissions object to the use of 2011 census data when Census 2016 forecasts will be available in July 2017. Another submission suggests there is a lack of population modelling.

Residential Development: Capacity and Delivery

It is suggested that objective HCO1.2 (preparation of Confey Masterplan) should be deleted.

Two differing amendments are suggested for objective HCO1.3 as follows:

- To ensure the provision of social infrastructure, community and recreational facilities in tandem with residential development, in accordance with the implementation strategy in Section 13 of this LAP while ensuring that there is no loss of existing community and recreational facilities in St. Catherine's Park.
- To ~~secure~~ enable the ~~provision of social infrastructure, community, and recreational facilities in tandem with~~ residential development, by the completion of required road upgrades and completion of childcare facilities in accordance with the implementation strategy in Section 13 of this LAP.

Residential Density, Mix and Design

Some submissions suggest that given the ageing population of the town, provision should be made for sheltered-housing for the elderly and step-down housing for empty nesters to bring older housing stock into the market. One submission requests that the plan consider providing for up-market housing of lower density, alternatively three-storey structures. It is also suggested that the new KDA's should be low density housing, detached and semi-detached houses only. In terms of design, housing estates should be designed to provide a safe and secure environment for families and children to play.

Many submissions suggest that the Draft LAP lacks detail with regard to the mix of housing types, densities and sizes in each KDA and it is suggested that the indicative densities as per Section 4.2.1 of 2002 LAP be included in the Draft LAP.

Community Facilities

A large number of submissions raise concerns that the plan places a greater emphasis on the provision of housing than social infrastructure such as recreational facilities, schools, parks, shopping areas, etc. It is suggested that the provision of increased amenities in line with population growth should be provided to prevent social problems arising. Land should be zoned for these specific purposes, including an extension to existing community facilities. The need for another library and community centre should be considered.

Playground

It is noted in some submissions that the current playground at Leixlip Amenities is very small (compared to Maynooth) and land should be zoned to allow for this to be extended in the future. It is accessible only by car and is impractical to walk to with small children. There should be provision of a playground area in the vicinity of KDA1 and KDA2.

One submission notes that the LAP has no stated objective to build another playground for children and teens. Suggested locations are Green Park, Easton, Celbridge Road, Captain's Hill, Confey and in Glendale. One submission highlights that the multi-use public amenity in Lough na Mona is not a good use of public finances as the equipment will be vandalised.

It is stated in some submissions that the playground in St. Catherine's Park is outside of the LAP boundary and should be excluded from Table 7.3. Other submissions note that The Wonderful Barn is listed as a park, when housing is now proposed there. The clubs and sports facilities listed in the plan are misleading as many are members-only fee-paying clubs.

It is suggested to amend Table 7-3:

Playgrounds: Leixlip Amenities Playground, ~~St Catherine's Playground,~~

Including (but not limited to): Leixlip Amenities, Collinstown (opposite Intel), Leixlip GAA Club (includes pitches, a clubhouse, gym and hall ball facilities) and Confey GAA Club, ~~Soccer clubs and facilities, Barnhall Rugby Club, Liffey Celtics Basketball Club, Leixlip Tennis Club, Le Cheile Athletics Club, Salmon Leap Canoe Club and Leixlip and District Angling Association.~~ Fee paying clubs exist in the town include Leixlip United, Liffey Celtics Basketball Club, Leixlip Tennis Club, Le Cheile Athletics Club and the Leixlip and District Angling Association.

Education

A significant number of submissions suggest there must be a commitment in the plan to zone land for two primary schools and one post primary school. Most of the schools are currently at full capacity. Prefabs or cramped classrooms must be avoided. This is an opportunity to plan for a non-denominational school. Some submissions request that land should be zoned for a Gaelcholáiste and a Gaelscoil as the Department of Education & Skills announced a Gaelcholáiste for the North Kildare region to be opened by 2019 which could be facilitated in Leixlip.

It is noted in the submissions that no schools are planned in any of the 4 KDA's or in West Leixlip. It is argued this will create additional traffic travelling to new schools in Confey. No thought has been given to how children can be brought to existing schools safely or what additional resources may be required. Whereas one submission suggests that new schools should not be located near residential areas because the noise generated is not pleasant for residential estates.

It is suggested in a submission that developers should be made liaise with the Department of Education and Skills to ensure education needs are met in the future. Tying the delivery of a school into a phased development of houses makes no sense as funding and delivery of a school is by the Department of Education who may not have the budget to do so.

Some submissions suggest that some of the NAMA land in Collinstown should be transferred to the Council for schools, amenities provision and good quality public housing.

Revised wording is suggested for Section 7.6.1, paragraph 2 and 3:

The Department of Education and Skills have no current proposals to extend existing schools or provide a new school in Leixlip. However as the existing schools in the town have limited capacity, if the revised populations target for Leixlip is realized, there will be a need to provide for additional school places.

The LAP identifies the need for two new primary schools and one post primary school to cater for the planned population target for Leixlip over the lifetime of this LAP and thereafter. The Council will identify suitably located lands in Leixlip for the provision of these schools and have regard to the Development Plans: Guidelines for Planning Authorities, Appendix F (DEHLG, 2007) and the Department of Education and Skills Technical Guidance Documents for primary schools.

Childcare

The following are some comments included in the submissions on childcare:

- The figure of 0.13 childcare places per new home is preposterous.
- There is no reference to childcare facilities in the proposed development. This lack of provision is immoral.
- The provision of crèches in new residential estates is not mandatory and should be relocated to non-residential areas.

Healthcare

Many submissions raise concern about health services in Leixlip which are already at capacity. The provision of primary care is imperative. The plan should include an objective to support nursing homes, GP and medical facilities. Consideration should be given to whether incentives can be made available to surgeries to meet the growing needs of the area. One submission raises concern that waiting lists for health services in North Kildare are already long and a further population increase will have a negative impact on the health of existing residents of Leixlip.

Gardai/Emergency

Many submissions raise concern that the Fire, ambulance and Garda services are already overstretched. This will be worsened. In addition, there is no school warden at Scoil San Carlo.

Other Community, Sports and Recreation Facilities

Some submissions suggest that there are no proposals in the plan to increase recreational facilities. It is also suggested that greater amenity land needs to be allocated in the KDAs and Confey, including playing pitches. The GAA and amenities are at capacity and other facilities for teenagers are inadequate. Designated youth spaces should be added into the plan and should be required to be provided in each KDA. This will facilitate young people to engage in youth activities, such as developmental youth services, youth groups, special interest groups, youth cafes, drop-in spaces can more easily become a reality for the 10-21 age group.

Swimming Pool

A large number of submissions suggest there should be an objective in the plan similar to the 2002 LAP objective which was to "Promote the development of a swimming pool to serve the people of Leixlip."

Theatre

In excess of 150 submissions refer to Leixlip needing a theatre/ performing arts space/ Arts centre/dance school. It is noted that Leixlip has a strong culture in the arts and amateur drama and it is suggested that the plan should recognise this. It is stated that Leixlip punches above its weight in the performing arts with at least 20 active groups and organisations. A specific objective should be included in the LAP to develop a Centre for the Arts in the town that is capable of catering for all types of arts and should include a flexible design theatre as well as space for exhibitions, rehearsals, music facilities etc. A purpose built theatre would be the realisation of a dream. To date, groups

must rely on sports halls (St. Mary's GAA) and pubs, or take the production out of town. Leixlip is the perfect location for a theatre to serve the town and the surrounding towns of Maynooth, Celbridge and Lucan.

The benefits of a theatre in Leixlip would be: economic benefits; building a sense of community; fostering local talent, creativity and home grown arts; creative communities and active citizenship; the arts can provide treatment for those who suffer from anxiety/depression; providing an outlet to showcase local talents; accords with Arts Council vision to place Arts at the centre of our culture; to get young and old involved in their community. Funding is not the issue at this time and should not be allowed to shape the plan. The construction of a theatre or arts space should be a condition linked to any new housing development.

It is suggested that objective HCO4.1 be amended as follows:

To support and facilitate the provision of multi-functional community facilities to meet the needs of the increased population of the Leixlip LAP area. This would include the provision of an additional large public playground in Leixlip. This LAP supports the identification of suitable lands and the re-zoning of those lands if necessary to provide a large playground for the Leixlip community.

It is suggested that policy HCO4.3 be amended as follows:

To identify suitable locations for the provision of a public swimming pool and the requisite zoning of these lands to either "community and educational" and/or "open space and amenity".

Chief Executive's Response:

Demographic Profile

While more up to date census data and regional allocations would be desirable to support the CDP and the LAP, the plan review periods operate on a 6 year cycle and are prescribed in legislation. A clerical error is noted in Section 7.1.1. of the Draft LAP as the Census 2016 noted a 0.3% reduction, and not 3% and it is recommended that this be amended for clarity. The CSO Small Area Profile is to be published in July 2017.

Residential Development: Capacity and Delivery

The Chief Executive does not agree that objective HCO1.2 should be deleted. This objective sets out the parameters for the masterplan to be prepared for Confey and stipulates that phasing and timely delivery of physical, social and community infrastructure are addressed therein. No change.

The submissions suggesting that objective HCO1.3 (To secure the provision of social infrastructure, community and recreational facilities in tandem with residential development, in accordance with the implementation strategy in Section 13 of this LAP) be amended have been reviewed and it is considered that the draft objective as written is appropriate.

Residential Density, Mix and Design

In response to concerns relating to housing type, mix and form, it is noted that guidance contained in 'Sustainable Residential Development in Urban Areas' (2009) encourages a mix of housing tenures. This is also the objective of the County Development Plan which requires a Statement of Housing Mix to be submitted with planning applications over a certain threshold (Section 17.4.3 and

Table 17.3 of the County Development Plan). It is considered that this matter is most relevant to be considered at development management level where specific proposals can be assessed on a case-by-case basis. In the case of the KDAs, the LAP includes design briefs guide the development of these areas and in the case of Confey, any future development will be done in a plan led manner consistent with a Masterplan.

Indicative density levels are set out in Table 4.2 of the Kildare County Development Plan. The Draft LAP also includes indicative densities for locations within the town (Table 4-1). These density levels are informed by Government policy as expressed in 'Residential Development in Urban Areas' (2009). No change.

Community Facilities

The Kildare Local Economic and Community Plan (LECP) sets out, for a 6 year period, the objectives and actions needed to promote and support the economic development and local and community development of the county, both by the Council itself directly and in partnership with other economic and community development stakeholders.

The LAP is required to support and promote the delivery of national policies and can promote the delivery of community infrastructure, such as schools, through the zoning of land, phasing etc. As set out in Chapter 12 of the Draft LAP, a framework for the provision of housing includes focusing new development and associated facilities into a number of key areas within the town (Key Development Areas (KDAs) and masterplan areas). Furthermore, Chapter 13 identifies the social and physical infrastructure to be phased in conjunction with the new development including *inter alia* open space, childcare provision and road infrastructure. No change recommended.

Playground

The submissions received in relation to playgrounds and teen play areas are noted. Lands adjacent to the Leixlip Amenities Centre between the canal/railway line and the Maynooth Road are zoned Open Space and Neighbourhood Centre where extensions to the existing playground are permissible in accordance with the zoning objective. It is an objective of the plan as expressed in HCO3.4 to support and facilitate the provision of children's play facilities in Leixlip, including playgrounds and a skatepark.

While the playground in St. Catherine's Park is located outside of the functional area of the Plan, it is considered reasonable that this remain in Table 7.3 due to the many submissions that refer to its importance as an amenity in the town. Other submissions indicate that Table 7.3 is misleading as it includes fee-paying clubs. The table or LAP does not distinguish between free or fee paying clubs and therefore no change is recommended.

Education

In response to the submission from the Department of Education, it is recommended that provision be made in the Confey masterplan area for a primary and post-primary school. While the Chief Executive would welcome proposals for a Gaelscoil/Gaelcholaiste within the plan area, it is not within the remit of the Plan to stipulate this. The requirement for additional schools will be monitored having regard to the take up on residential development land during the lifetime of the LAP and discussions with the Department of Education and Skills. It is beyond the remit of this plan to require NAMA lands to be transferred.

The suggested re-wording of 7.6.1 is noted. It is considered on balance that the sentiment of the rewording is the same as existing. No change recommended.

Childcare

The Chief Executive disagrees with the statement that childcare is not provided for in the plan. Objective HCO3.2 requires the provision of a minimum of 0.13 childcare spaces per dwelling in the KDAs. This is reinforced in Section 13.2 (Phasing). The standard of 0.13 childcare places per unit is the equivalent of a 20-place childcare facility for a 150 unit residential development. The Chief Executive also disagrees that childcare facilities should not be located in residential areas as this would contravene the Section 28 Childcare Guidelines for Planning Authorities. No change recommended.

Healthcare

The submissions received in relation to healthcare are noted. The zoning matrix permits medical facilities on lands zoned Town Centre, Community and Education and Neighbourhood Centre, and they are also open for consideration on lands zoned Existing/New Residential and Business and Technology. It is beyond the scope of this LAP to provide any financial incentive in this regard. No change recommended.

Gardai/Emergency

The concerns raised regarding the emergency services are noted. Whilst the Chief Executive is supportive of providing assistance to the emergency services, the provision of additional Garda or HSE resources is beyond the remit of this Plan. The management of school wardens is a matter outside the remit of a LAP.

Other Community, Sports and Recreation Facilities

It is a goal of the Kildare Local Economic and Community Plan (LECP) to plan for the provision of accessible youth spaces in newly designed community facilities across the county. While the role of the Council in the direct provision of other community facilities and services is limited, the LAP provides a range of land use zoning objectives and policy objectives which promote and support the development of community facilities (such as HCO4.1 (multi-functional community facilities) and HCO3.4 (a playground and a skatepark). It is further noted that more localised community infrastructure such as crèches, open space, etc. are required in accordance with the phasing requirements set out in Section 13 of the Plan for the KDA's and the Masterplan areas.

Swimming Pool

In relation to a swimming pool, it is noted that Under Goal 10 of the Local Economic and Community Plan (LECP) (Community, Recreation, Heritage, Arts & Culture) it is an objective to continue to plan sustainable community facilities and amenity spaces across the county. Furthermore, it is an identified action (10.1.5) to progress plans to establish a swimming pool in North Kildare. The lead agency will be Kildare County Council, along with other key stakeholders in North Kildare such as Maynooth University. This action is to be overseen by the Local Community Development Committee, with a timeline of 2016 - 2017 to have a plan in place for the swimming pool. Should proposals for a swimming pool come forward during the life of this LAP, it is a permissible use on lands zoned Town Centre, Community & Educational and Open Space in accordance with the zoning matrix. No change to the LAP is recommended in this instance.

Theatre

Section 11.10 of the Kildare County Development Plan refers to Arts and Culture in the Community. It is an objective of the Council to "Support the provision of a performing arts space in North Kildare" (ACO4) and "Support and promote additional cultural and arts spaces throughout Kildare".

Leixlip Community Library provides a focal point for the cultural community in Leixlip, with a gallery and multi-purpose performance space. It also housed Platform4 Digital Audio and Digital Media Studio which uses industry standard equipment to ensure artists receive the highest quality product and support. The Platform4 Studio is a versatile space and develops programmes and mentoring opportunities based on artists needs. The volume of submissions received is noted and the need for a theatre space for Leixlip and North Kildare is noted.

The Kildare Local Economic and Community Plan (LECP) is a service delivery planning framework which is separate to this process. Section 5.10 of this report refers to Community, Recreation, Heritage, Arts and Culture. It is a high level goal of that plan to 'Stimulate, support and activate a diverse range of community, recreation, arts, heritage and cultural experience'. It is agreed that the plan should promote the development of arts and performance spaces and it is recommended that Section 7 of the LAP be amended accordingly with the insertion of a new objective.

Chief Executive's Recommendation:

Amend Section 7.1.1 Demographic Profile

The Census in 2011 recorded a population of 15,452 persons for Leixlip. Preliminary results for the 2016 Census (as issued in July 2016) recorded a population increase of 5.6% in the county as a whole, and a decrease in the Leixlip Electoral Division of ~~-3%~~ -0.3%

Amend Section 7.7 of the Plan as follows:

7.7 Other Community, Sports, *Cultural* and Recreation Facilities

Policy HC4: It is the policy of the Council to facilitate and support a broad range of community, *cultural* and recreational facilities to serve the needs of the residents of the LAP area.

HCO4.3: To support and promote the development of cultural, arts and performance spaces in Leixlip.

4.8 MOVEMENT & TRANSPORT (CHAPTER 8)

Main Issues Raised

One submission suggests that the transport strategic aim is only aspirational.

Walking and Cycling

One submission acknowledges the promotion of cycling and walking as laudable and that this should be a priority for the Council. Another submission suggests that trying to encourage people to walk and cycle is a 'cop-out', and a way not to have to deal with the issue of traffic.

One submission suggests the Village should be pedestrianised with car-parks on the perimeter. One submission suggests that a one-way system should be in place in Leixlip with better pedestrian access which would promote urban renewal. One submission suggests zebra crossings rather than traffic-light controlled crossings. It is raised in the submissions that Louisa Bridge station is a long walking distance to housing estates on Green Lane and there can be unsocial behaviour/vandalism around Louisa Bridge car park.

A number of submissions refer to the 'River Crossing Option' shown on the Transport map and seek clarification on what the term means. Some submissions support the inclusion of an objective to provide improved pedestrian/cycling connectivity across the Rye River as it would be beneficial in improving access to the Leixlip Amenity Centre and would facilitate pedestrian/bicycle traffic from Confey College and River Forest travelling towards the Station Road via Ryevale Lawns. Some submissions are concerned that a vehicular/road link would not be welcome at this location through River Forest as it would deprive residents of a large green area which is used daily by children and families. Concern is expressed about the link from Rockingham/Louisa Valley across the Rye River to River Forest Estate. One submission supports the provision of footbridges linking Woodside with Ryevale Lawns, as same would improve access to Louisa Bridge Train Station. One submission indicates that the lack of a pedestrian link from Riverforest Estate through Ryevale prevents students from attending either post primary school at their own choosing. Submissions are concerned about the impact of new connections on privacy and disturbance to existing residences.

Many submissions have concerns regarding pedestrian/cycle entrances into existing estates, such as Rinawade Lawn, Glen Easton Woods, etc. for reasons relating to anti-social behaviour and safety for children and families. It is stated in many submissions that further consultation with residents must be required. It is suggested in the submissions that the locations shown for new pedestrian/cycle links across the canal contradicts objective MT01.5 which only states that the feasibility of new pedestrian/cycle links should be examined. All proposed crossings should be removed from the map as they become a congregation area for teenagers and result in antisocial behaviour.

Some submissions indicate that covered bicycle parking, storage and other facilities will be required to make cycling more attractive as a mode of transport. KCC should liaise with the NTA to implement the North Kildare Cycleway (Dublin – Galway).

In relation to the Royal Canal towpath, some submissions suggest that the Royal Canal towpath needs re-surfacing (MTO1.11). One submission suggests that the pedestrian usage of the Royal Canal towpath will be greatly damaged when its use as a cycle route is encouraged.

One submission suggests that the amenity walkway at Glendale Meadows should be extended into the Kildare section of St. Catherine's Park and link with a walking route to Lucan.

It is suggested in the submissions that objective MTO1.4 should be amended by including the following:

(v) The loop walk from Silleacháin Lane to Black Avenue through St. Catherine's Park to Glendale Meadows and back to town centre via Silleacháin Lane, and

(vi) Provide adequate wheelchair access and access for bicycles and buggies at Glendale Meadows gate to St. Catherine's Park.

One submission acknowledges that the reinstatement of the physical link to Castletown House by a foot bridge/cycleway over the bypass would be advantageous to both and that the bridge should be located west of HP.

Public Transport

It is suggested in one submission that new developments must consider bus based public transport and consultation with the NTA, and that the plan should contain a policy/objective in this regard. Kildare County Council should promote the provision of improved public transport services into and surrounding Leixlip. It would be better to invest in public transport to reduce car commuting, traffic jams and carbon emissions that are causing climate change.

Many submissions highlight existing problems with the bus service in Leixlip, and that there are not enough buses to support the planned increase in population. It is suggested that a bus connection between Celbridge and Leixlip would be beneficial and services are poor to Riverforest and Glen Easton. It is also mentioned in the submissions that the bus lane at the N4 exit to Liffey Valley is interrupted and often fills with cars, which is a flaw in the design of this interchange that needs to be corrected.

A large number of submissions refer to the rail service as being inadequate and overloaded. It is suggested that it is unrealistic that the DART line to Maynooth will be implemented during the life of the LAP because of infrastructure upgrades required to stations along the line and capacity constraints at Connolly. Concern is also raised regarding the visual impacts of the electrification works; an alternative solution is to lower the tracks in the vicinity of the bridges. One submission suggests an extension of the LUAS line to Lucan and Maynooth should be considered.

One submission welcomes objective MTO2.2 (electrification of the Dublin-Sligo rail line).

It is suggested that a new action be listed under MT2 as follows:

"To prioritise the provision of improved public transport services and facilities to serve the population of Leixlip through on-going liaison with statutory agencies and public transport providers".

Road and Street Network

A significant number of submissions object to any road being planned through St. Catherine's Park. (See Section 4.11 of this report also). The submissions are seeking confirmation that there are no plans in the Leixlip LAP for such a motorway and whether this objective has been removed from the Fingal County Plan. It is stated in the submissions that over 1000 people attended a protest against a road going through St. Catherine's Park on 7th May 2017 and that Kildare County Council should not allow Fingal to have this piece of work on their plans. It is argued in some submissions that any TII Orbital Link Road should be further west and link all motorways from the M1 to the M7. Objective MTO3.8 is at odds with a road going through St. Catherine's Park.

Many submissions indicate that the existing road network within and around Leixlip is operating at capacity and the additional vehicles generated by 3,315 new houses will compound existing traffic problems. In particular, the impact of traffic on the M4, Celbridge Road, Galvin's Cross, Green Lane/Easton, Castletown Estate and on Captain's Hill are highlighted in the submissions. Collinstown could also generate additional HGV traffic.

In relation to the M4, it is suggested in a number of submissions that a third entrance/exit to the N/M4 near the Wonderful Barn/Celbridge Road would be essential to relieve pressure on traffic using Castletown/Easton Road or Leixlip town centre to gain access to the M4. It is suggested that access should be negotiated through HP. One submission questions whether the NTA has confirmed that the new developments will not affect the N4 and M50 during peak hours.

One submission indicates that there has been no provision for a ring-road and the planned increase in population will make it impossible to travel efficiently through the town.

It is also stated in the submissions that the Celbridge Road already provides access to many housing estates, schools, employment etc. In addition to KDA 1 and KDA 2 there will be more traffic that needs to be considered collectively. The existing congestion at the intersection of the Celbridge Road (R404)/ Main St (R148) is an area of concern to residents. There is no traffic signal or roundabout proposed to regulate traffic here.

This traffic through the Castletown estate will double with the addition of 900+ homes and this will raise serious traffic safety concerns as currently children from Leixlip Park, Castletown Estate, Elton Court, Forest Park and if the proposed units are built at KDA1 And KDA2 then children from there all use this route to attend the 3 primary schools located on the Green Lane.

Many submissions refer to Confey, Cope Bridge, Captain's Hill and Kellystown Lane and the impact of additional traffic on the network. A number of submissions refer to Cope Bridge. Some submissions suggest it should be retained as it is an important historic structure which is in keeping with the character of the area and dates to approx. 1794 and should be a protected structure. Many suggestions are put forward such as: Alternative infrastructure (possibly in Kellystown) should be put in place instead; the bridge could be made two-way again and a separate footbridge built for locals to access amenities; widening Cope Bridge is useful but it will encourage more traffic travelling north-south; construction traffic will be problematic and will pose safety issues; the roads to and from Leixlip in Confey are barely adequate and access is under severe pressure already; Cope Bridge should not be widened, but continue with traffic-light controlled, alternating one-way, vehicular traffic.

It is stated in the submissions that the upgrade of Kellystown Lane would be insufficient on its own. One submission indicates that the proposal to widen Kellystown Lane, Sandford's Bridge Road, would destroy Sandford's Bridge across the Rye Water which is of historical importance. It is suggested instead that the Council should construct a new road and bridge between Carton Demesne's eastern boundary and Hedsor House. A total upgrade of the R149 would be a minimum requirement. Submission questions whether a traffic study has been carried out on Captains Hill Road and suggests that the area is at capacity particularly during rush hour. Submission also references traffic issues at R149 towards Lucan or Maynooth at the T Junction at the end of Captains Hill.

The intersection from Leixlip to Clonee/Laraghcon is extremely dangerous and must be made safer before considering 2000 more houses in the vicinity. The pathway leading to the GAA club, cemetery and Royal Canal walkway will become more dangerous to use because of increased traffic.

Alterations to Cope Bridge should not infringe on any green space in existing housing estates (Glendale Estate and GAA Grounds in particular). The best option to develop Confey is to provide a new link road via Kellystown Lane to the N4 and a new wider bridge with two way traffic. A roundabout would be required at the library. An alternative access is through Intel over the Rye River. Road access Option 6 in the Outline Transport Assessment Route Map should be considered as an alternative. Upgrading the R149 Clonee-Leixlip-Lucan would improve public transport links at a much lower cost.

It is suggested that Accommodation Road must be closed off at the one-way section as traffic currently illegally travels the wrong way down this one-way street (at No.'s 447 and 448).

It is suggested that policy MT3 cannot be achieved if there is no proposal in the LAP to carry out a review of the Traffic Management Plans or any commitment within the LAP to provide an appropriate level of road infrastructure, road capacity and overall traffic management to support the proposed developments. The potential traffic congestion arising from the additional proposed developments needs to be addressed.

Objectives

One submission raises concerns that the road objective MTO3.3 shows an indicative route upgrade through the Rye-Carton SAC and suggests that a full Appropriate Assessment be carried out to comply with the requirements of para 40 of CJEU case 268/11. Another submission suggests that objective MTO3.3(ii) needs to be clarified to ensure there will be no north south connection east of Leixlip Village, i.e. through St. Catherine's Park.

One submission objects to Objective MTO3.2 regarding the upgrading of L.1014 Kellystown Lane. An alternative north-south road should be put to the east of Kellystone Lane through the Intel site.

It is suggested that objective MTO3.5 is at odds with the Confey proposal, whereas Collinstown would meet this objective as it is adjacent to public transport and road infrastructure network.

One submission supports objective MTO3.6 proposal to provide traffic calming measures throughout the village of Leixlip. Many locations have been suggested for future traffic calming/pedestrian crossings: River Forest; Green Lane; Easton Road, Pound Street; Main Street. Another submission suggests that this objective be amended to "including restrictions on heavy goods vehicles".

It is also suggested that MTO3.8 be amended as follows:

To implement the recommendations of the Kildare Noise Action Plan 2013 – 2018, to seek to reduce, where necessary, the harmful effects of traffic noise, through appropriate mitigation measures to meet the best environmental options not entailing excessive cost (BATNEEC best available technology not entailing excess cost). This to cover all areas in the LAP not limited to the following of; KDA1 in relation to M4; KDA2 in relation to M4; KDA3; KDA4.

In relation to MTO3.10, it is suggested in numerous submissions that a Traffic Impact Assessment must be completed before any work commences on any KDA to assess cumulative impacts and that recommendations from TIA's must be implemented before works commence. It cannot be on a case by case basis. It is suggested that the objective be amended as follows:

To ensure that all significant development proposals for KDAs and Masterplans are subject to Traffic Impact Assessment (TIA), to be carried out in accordance with the Traffic and

Transport Assessment Guidelines, NRA 2014 to assess the individual and cumulative impact of the planned development in the area on the strategic road network. This needs to be completed and the recommendations implemented in advance of the commencement of proposed developments. The requirement for TIA will be determined on a case by case basis

It is suggested that an appropriate traffic and transportation plan needs to be in place before any work commences. It is suggested that a traffic flow census must be carried out. The NTA should conduct an origin and destination survey to assess current and future needs. It is also suggested in the submissions to include the following amendment in the new LAP:

“to complete a study as per Kildare Noise Action Plan 2013-2018, on the effect of motorway noise from M4 on KDA4. Physical alterations to site, changes to proposed location of residential units and sound barriers to be completed based on study findings”.

It is suggested that a new objectives be inserted under MT3 as follows:

To work with key stakeholders as well as Fingal, South Dublin and Meath County Councils to examine the feasibility of new strategic road infrastructure linking the M4 and M3 and servicing the north of the town. No feasibility study to be carried out, by any of the aforementioned stakeholders, for a Road/Motorway incursion into the Parkland designated St Catherine's Park as it is a policy of this Council to preserve that parkland in its entirety.

To consider the landscaping requirements of existing and new transport networks by the planting of native species, where appropriate and to minimise the removal of existing hedgerow and mature trees in the construction of these networks.

Car Parking

Numerous submissions refer to car parking. It is indicated that the lack of public car parking undermines Leixlip Village and needs to be urgently addressed. The old ESB site is suggested as a suitable site. It is suggested that the plan include an additional objective to secure additional car parking at Confey Train Station. Some submissions refer to parking on Captain's Hill and suggest that this must be regularised.

Why does the Council facilitate the provision of thousands of car parking spaces at Intel and Hewlett Packard contrary to proper planning.

Many submissions refer to inadequate parking at Confey Bridge and Louisa Bridge train stations are also considered inadequate causing problematic parking in the nearby residential estates.

It is suggested that the existing traffic-light controlled parking on Main Street at the entrance to Arthur Guinness Square needs revisiting.

It is suggested that a new objective be included in the plan as MT04.2:

To provide a multi-storey car-park in the backland site at mill lane (old ESB site). Action: Undertake a parking study of the town-centre to identify suitable opportunities for on-street and off-street parking.

Submissions raise concern about how primary school students are expected to travel across the village and up Captains Hill or alternatively to drive through Castletown housing estate or onto the Celbridge Road.

One submission refers to a traffic assessment submitted on a recent planning application for a housing development on Easton Road and the traffic modelling used in that assessment.

The submissions suggest a number of road improvement ideas such as the following:

- Extend the River Forest spinal road down to the Station Road / Maynooth Road
- Investigate the provision of a roundabout to capture through-traffic on the Captain's Hill, Glendale and River Forest Estates
- Investigate, or commit to, the erection of a bridge (possibly the old Bond Bridge at Maynooth re-cycled) over the Canal and railway at the north end of Sileachan Lane to provide access and egress for local traffic to the Confey Road.
- Negotiate with Fingal Co Council to address the junction of Confey Road with Barnhill Road. It is suggested that KCC and Fingal should consider another motorway west of Leixlip which would safeguard St. Catherine's Park.
- Consideration should be given to creating a new road and bridge over the Liffey to join the Cooldrinagh roundabout east of Leixlip
- Consideration should be given to re-establishing the closed 18th century road which intersected the Maynooth road at Ryebrook and extending down to the Barnhill Road.
- Sileachan Lane, from St Mary's Park northwards, should be recreated as a local road, with a new bridge over the Canal and Railway to exit at the eastern boundary of Confey GAA club.
- The line of visibility coming down the Station Road (Leixlip Hill) needs to be improved if this is affected; done by cutting back on the trees inside the boundary wall.
- It is suggested that the TII should be required to re-surface the M4 with a noise reducing surface.

Chief Executive's Response:

The strategic aim is a long term intention, one which the policies and objectives of the plan work to achieve. No change.

Walking and Cycling

In order to achieve an improved number of walking and cycling trips in Leixlip the Draft LAP includes policies, objectives and practical measures to *inter alia* promote an increase in walking and cycling especially for shorter trips around the town. The improvements are part of a range of other objectives and measures which seek to change personal behaviour and settlement patterns to deliver the Government's Smarter Travel – A Sustainable Transport Future.

The suggestions to pedestrianise Main Street and/or introduce a one-way system would require further detailed analysis as there could be significant implications for residents and businesses. The use of zebra crossings or traffic light control is an operational matter and not for this LAP. In response to the submission concerned about the distance between Green Lane and Louisa Bridge Train station, it is an objective of the plan to provide a new pedestrian / cycle path from Green Lane to the Maynooth Road to facilitate walking and cycling for such a journey.

The two north-south 'river crossing options' shown on the Transport Map are for walking and cycling only and are referred to in objective MTO1.6. These crossing will be subject to further detailed analysis, including Appropriate Assessment.

The LAP includes a number of policy objectives to improve cycling in Leixlip this including new cycle routes and dry bicycle parking facilities (MTO1.8) in addition to the policies of the County Development Plan set out in Section 17.7.7. The National Transport Agency's GDA Cycle Plan illustrated in Figure 8-1 of the Draft LAP (which shows intra-urban and urban cycle routes) and the routes included on the Transport Plan of the Draft LAP are not mutually exclusive. Rather they both seek to improve permeability and connectivity of cyclists - in the case of the Transport Plan it shows both pedestrians and cyclist routes. In this regard, the LAP in particular seeks to promote an increase in walking and cycling especially for shorter trips around the town which includes improving permeability through housing estates.

In response to issues regarding the towpath, the resurfacing of same is an operational issue. It is considered reasonable that this facility would be accessible to both pedestrians and cyclist. No change.

In response to concerns about proposed pedestrian entrances from new developments into existing housing developments, permeability remains an important consideration for the development of Leixlip. An overarching objective is included in the plan supporting permeability between housing areas and community facilities such as schools and shops, is added in policy MT1 to replace specific references in the KDA design briefs. It is stated in policy MT1 that new permeability links will be subject to local public consultation also.

In response to suggested amendments to objectives regarding walking connections and links, it is considered that the Permeability Study referred to under MT1 (To prepare a Permeability Study for Leixlip) will highlight the areas where permeability is most required.

Public Transport

The Council has no formal role in the direct provision of public transport services; however, it does, through policy objectives of the Draft LAP encourage smarter travel patterns including the provision and use of public transport. In Policy Objective MTO2.4 the Council makes it clear it will continue to support the provision of new or upgraded public transport, and as an Action will work with the statutory agencies and public transport providers to do this. No change.

The DART Expansion Programme is a series of projects which would develop and expand the DART network in the GDA. This is included in the Transport Strategy for the Greater Dublin Area 2016-2035, published by the National Transport Authority. It involves electrification of the line from Connolly to Maynooth, together with removal of level crossings and resignalling, thus extending the DART service to Leixlip (south eastern line). €3.6 billion is included in the Governments Infrastructure and Capital Investment Plan 2016-2021 for the DART Expansion Programme. Some of this will go towards "design and planning to progress on the Maynooth line". The extension of LUAS to Leixlip is a regional issue and beyond the remit of this plan. No change.

Road and Street Network

It is not an objective of this Local Area Plan to provide a road through St. Catherine's Park.

The RPS Outline Transport Assessment is a background document which outlines a number of access options to service Confey. It is a high level assessment only and will be subject to more detailed traffic impact assessment during the masterplanning process for Confey.

It is an intention of the National Transport Authority's Transport Strategy for the Greater Dublin Area 2016-2035 to: "Enhance orbital movement outside of the M50 C-Ring, between the N3, the N4 and N7 national roads, by widening existing roads and the development of new road links". The current County Development Plans for Fingal, South Dublin and Kildare include objectives relating to linking the N3 and the N4, reflecting the statement contained in the Transport Strategy.

While both Fingal and South Dublin show indicative routes, no route selection process has commenced and therefore there is no determined route, no detailed design, no leading agency and no funding identified for such a road to date. Any final line of the road will be subject to evidence based investigations, including detailed environmental assessments such as Environmental Impact Assessment and Appropriate Assessment. Determination of any route will require a commitment at national level in terms of process and funding. Any such process will most likely be decided on by An Bord Pleanála and will be open to full public consultation. To date this process has not commenced.

Concerns regarding the impact of the KDAs on the road network, and in particular the impact of this traffic accessing the motorway and implications for Castletown/Celbridge Road/Main Street, have been noted and it is recommended that a new objective be included in the Plan to investigate the feasibility of a new link road from the Celbridge Road to the M4 Leixlip/Celbridge Interchange. In response to the submission referring to the NTA, it is noted that the Draft LAP was referred to the NTA and the TII, as statutory authorities, and their comments are summarised in Section 3 of this report.

In relation to the suggestion that Leixlip needs a ring road, it is considered that the Draft Plan and proposed amendments include policies and objectives for the future growth needs of the town for the short to medium term. The masterplanning process for Confey will involve more detailed evidence based transportation assessment which will inform the strategy for the development of the area. No change.

Similarly, in respect of Confey, Cope Bridge and Kellystown Lane, the requirement for a detailed roads and infrastructure strategy to be prepared in conjunction with the preparation of a masterplan is set out in Section 12.2.2 of the plan.

In response to the concerns expressed regarding the cumulative impacts of KDA1 and KDA2 on the Celbridge Road and of KDA3 and KDA4 on Green Lane, it is an objective of the plan that all significant developments in the KDA's be accompanied by a TIA. It is recommended that this be re-iterated in the design briefs for each KDA in Section 12 of the Plan also. (See Section 4.12 of this report).

The submissions received in relation to Cope Bridge are noted. Cope Bridge is not a Protected Structure in accordance with the Kildare County Development Plan 2017-2023 and is not included in the National Inventory of Architectural Heritage. Cope Bridge will be addressed in the masterplan process for Confey which will also be subject to further environmental assessments and public consultation.

In response to the suggestions put forward for new road connections within the plan area, it is considered that the traffic assessments to be carried out as part of the masterplanning processes for Confey and Collinstown will assess the entire network and make proposals for network improvements as required.

The Zoning Map for the Draft LAP indicates the existing road to which Objectives MTO3.2 and MTO3.3 pertains. These objectives contain the following text; *'Proposals for development will only be approved if it can be ascertained, by means of an Appropriate Assessment (or other ecological assessment where appropriate), that the integrity of European Sites and/or protected habitats or species will not be adversely affected.'* This ensures the proposed road improvement schemes outlined in Objective MTO3.2 and MTO3.3 will be subject to Appropriate Assessment. Objective NHO1.2 of the Draft Plan also refers to Appropriate Assessment. No change recommended.

Car Parking

In response to concerns about inadequate car parking in Leixlip, the LAP proposes to undertake a parking study in the Town Centre to identify suitable opportunities for on-street and off-street parking. No change.

The concerns regarding Car parking at Confey Train Station are noted. It is recommended that Section 12.2.2 of the Draft LAP should be amended to ensure that the masterplan process for Confey addresses car parking at the train station.

In response to the suggestions put forward for new road connections within the plan area, it is considered that the road improvement policies and objectives included under MT3 of the plan, in addition to the traffic assessments to be carried out as part of the masterplanning process for Confey and Collinstown, will assess the entire network and make proposals for network improvements.

Chief Executive's Recommendation:

To include a new Roads objective:

To investigate the feasibility of a new link road from the Celbridge Road (R404) to the south of the M4 connecting to the M4 Leixlip/Celbridge Interchange in consultation with TII, NTA and other stakeholders.

To amend Section 12.2.2 Confey of the plan as follows:

The masterplan will therefore be required to:

Set out a detailed transportation and infrastructure strategy for the development *of the area* as a whole. This strategy will be informed by a detailed traffic assessment to ascertain the extent of development that could be supported by particular upgrading works to the transportation network and will take account of the proposal to electrify the rail line *and car parking provision for Confey Train Station.*

4.9 INFRASTRUCTURE & ENVIRONMENTAL SERVICES (CHAPTER 9)

Main Issues Raised

General

A significant number of submissions argue that infrastructure must be in place first before houses are constructed. Some submissions acknowledge that infrastructure must be developed in tandem with housing. There is uncertainty regarding what is meant in the plan by the 'timely' delivery of infrastructure.

Water and Wastewater

A large number of submissions refer to problems with water supply, quality, pressure and lime content and that all these must be fixed before building more houses. It is also highlighted that Confehy is not serviced with water or wastewater which would require significant investment.

A large number of submissions raise concerns regarding the wastewater network in Leixlip, stating that it is already at capacity and there is an ongoing problem with odours in the village. There is a long standing problem with sewerage in the Celbridge Road area, at Pound Street, Buckleys Lane, the Old Hill area and near the confluence of the Rivers Rye and Liffey.

It is suggested in the submissions that before additional lands are zoned, proper feasibility studies around capacities, treatment plant and agreement with Irish Water for upgrades is required. The costs can then be reflected in development levies on the developers.

Carrying out the Drainage Area Plan by 2019 seems late if the lands are zoned now.

The LAP should reflect the level of expansion that can be reasonably accommodated within Irish Water's existing plans. The language of Section 9.1.2 should be stronger in this regard. Specific time related infrastructure developments must be included in the masterplan. Some submissions query why The LAP acknowledges that the Lower Liffey Valley Regional Sewerage Scheme (LLVRSS) will not be able to cater for the population in the longer term and yet it is planning to build an additional 11,200+ units in the Kildare area of that sewerage scheme. This does not make sense. A feasibility/costing study is required along with commitments on funding these upgrades is required.

It is suggested that Section 9.1.2 Wastewater be amended as follows:

Leixlip forms part of the Lower Liffey Valley Regional Sewerage Scheme (LLVRSS) which also serves Celbridge, Maynooth, Kilcock and Straffan. The Leixlip Waste Water Treatment Plant is currently being upgraded to cater for an expanding population within the Lower Liffey Valley catchment and for locally- based commercial activities (including Intel). Upon completion, the capacity of Leixlip Waste Water Treatment Plant will be 150,000 population equivalent. Irish Water indicates that this will provide capacity to cater for the needs of the Lower Liffey Valley catchment in the short to medium term. However the current upgrade will not provide sufficient capacity for the planned population growth in the Lower Liffey Valley Catchment area (to include Celbridge, Maynooth, Kilcock, Straffan and Leixlip) into the longer term. Therefore this LAP identifies the need to provide a solution for the provision of adequate water services into the longer term to service the planned developments. The zoning and development of lands must be phased in line with the capacity of supporting infrastructure such as wastewater.

A new objective is suggested as IO1.5:

To delay any rezoning of land not currently designated as residential until Irish Water DAP is completed.

Surface Water and Ground Water

It is suggested in one submission that all developments should be required to provide onsite soakage pits for surplus roof and hard-surface rainwater, which is a prime source of localised flooding in the greater Dublin region. One submission wants to prevent the discharging of surface water from dual carriageways and motorways (e.g. M4) direct into river courses; and recommends providing temporary water storage in ditches installed in central medians. It is recommended that retrofitting of these ditches could be included as an objective of the plan.

One submission suggests that surface water would likely end up in the Silleachain stream and down to Mill Lane which would cause flooding.

One submission suggests that the housing development at The Wonderful Barn should be carried out in accordance with the conditions attached to planning permission 05/182. Surface water drainage adjacent to 221-228 Castletown should be treated carefully as the drain is partially clogged and this causes waterlogging.

Flood Risk Management

Concerns have been raised in the submissions about flooding in the following locations: Leixlip Castle; Mill Lane (severe flood in 2002); Confey (poses risk of new volume in the Silleachain River which it would be unable to carry); on Captain's Hill, Mill Lane, at Confey College; and near the Rye. New development should not create new problems for these areas. One submission suggests that flood mapping is useless if local owners are not consulted. Most of the flood incidents are transient and can be abated by making the storage of storm waters obligatory with all planning developments (on-site soak-pits, preclude the diversion of surface rain water to public drains or river courses, recycle rainwater etc).

It is difficult to get home insurance for homes near the canal, it would appear for reasons relating to flooding. Will the new houses at Leixlip Demesne change the natural permeation of water in the area and cause flooding? It is not clear if account has been taken of potential flooding of the area due to increased run off where building replaces grassland.

Other submissions recommend preventing the building up of flood plains (e.g., Ryevale nursing home lands on banks of Rye Water) or acquiescing in the storage of spoil there. One submission recommends re-establishment of the small flood plain on Distillery Lane, Leixlip, between the old penal church and the Rye Bridge.

Energy Supply and Communications

Some submissions refer to the ESB mast on Main Street and seek its removal. ESB Pylons / Electricity lines are strategic pieces of infrastructure for the County and the high voltage power lines that cross the site must be safeguarded in terms of encroachment and allow a 20-meter clearance distance either side of the centre line of the 110kv line. Open space around pylons would be unacceptable and cannot be reasonably included in the calculation of open space within any proposed development. To allow this would reduce the recreational facilities of the residents, particularly young children who may not be aware of the dangers associated with Pylons.

Pollution and Environmental Services

A number of submissions consider that the road congestion caused by additional residential development would result in noise and air pollution for neighbouring residents. Other submissions note that pollution from Weston Airport and M4 motorway would be unacceptable for potential new residents to KDA2. A submission indicates that the plan does not refer to noise pollution implications from KDA1 and KDA2.

Recycling facilities should be provided for in the plan. There is an opportunity to provide a facility for north east Kildare here, proximate to Celbridge and Maynooth.

One submission urges the Council to publish annually notices which state that the area is a smokeless fuel zone and the implications of this; Suggests that investigations should be undertaken to assess the level of air pollution and noise pollution and the affect that low flying air craft have on the surrounding areas.

It is requested that KCC control construction activities by imposing limits on the hours of operation and set noise limits in relation to certain activities.

Chief Executive's Response:

General

The Chief Executive acknowledges that the delivery of infrastructure in tandem with housing is desirable and this is provided for in Section 13.2.1 of the Draft LAP. The submissions received from the Department of Housing, Planning, Community and Local Government indicates that the plan should prevent unnecessary delays in the delivery of new housing in this regard. The Draft LAP seeks to deliver a reasonable balance between delivering infrastructure in tandem with housing for which there is high level of demand in the Greater Dublin Area. No change.

Water and Wastewater

Kildare County Council intends to work in close collaboration with Irish Water in ensuring the satisfactory delivery of Irish Water's Water Service Programme as it relates to Kildare (including Leixlip). There are strong policies contained in the County Development Plan that ensure proposed developments can only proceed where there is adequate wastewater services available. Applicants for multi-unit developments are advised to consult with Irish Water regarding available capacity prior to applying for planning permission. Irish Water assumed responsibility for public water and wastewater services from Local Authorities with effect from 1st January 2014, and is now the responsible body for the operation of public water services. It is considered that the policies and objectives of the Draft LAP as set out in Chapter 9 provides a satisfactory outline of the role Kildare County Council plays in the provision of water services in the county in conjunction with Irish Water under the current legislative provisions for public water service provision in Ireland. No change to the wording in the Draft LAP is recommended on this issue.

Surface water and Groundwater

Regarding concerns in relation to the impact of surface water from new developments and the quality of water generally in Leixlip, it is noted that all plans and development proposals in Leixlip must address the potential at a local and district level to control surface water outfall and protect water quality and the LAP includes policy objectives in relation to same. It is an action of the plan to ensure that surface water drains are regularly maintained to minimise the risk of flooding. Objective IO2.2 requires the incorporation of Sustainable Drainage Systems (SuDS) as part of all plans and development proposals. Furthermore, Section 17.8 of the County Development Plan includes robust

surface water requirements for new developments. Issues relating to motorway maintenance are a matter for the TII. No change.

In relation to reference to the 2005 planning permission at The Wonderful Barn, surface water drainage proposals for any new scheme would be considered through the development management process in accordance with current guidelines, policies and objectives.

Flood Risk Management

A Strategic Flood Risk Assessment was carried out for Leixlip which informed the contents of this Plan. The SFRA is based on CFRAM data (Catchment Flood Risk Assessment and Management) which was collated by the OPW and was subject to its own public consultation process.

In response to the submission regarding Leixlip Demesne, the development here would be subject to the provisions of objectives IO2.2 to IO2.5 which addresses SuDS, quality of surface water/groundwater, waterbody status etc. No change.

Regarding submissions which recommended not building within flood plains, guidance is taken from the Planning System and Flood Risk Management: Guidelines for Planning Authorities. The Guidelines recommend that a Flood Risk Assessment be carried out to identify the risk of flooding to land, property and people. Accordingly, a Strategic Flood Risk Assessment was carried out for Leixlip and informed the contents of the plan. The SFRA includes justification for any zoning which reflects development which for historical reasons is within the flood plain and proposals to rezone land within the floodplain. The SFRA also recommended the inclusion of policy objectives to manage flood risk in Leixlip – see objectives IO3.1 – IO3.3.

Energy Supply and Communications

In respect of the submissions which mentioned the telecommunications mast at the former ESB – reference is made to Policy Objective IO4.5 *“To support ESB in identifying a suitable alternative site for the relocation of the existing telecommunications mast at Mill Lane”*. No amendment proposed.

Objective IO4.1 of the Plan is to “support the statutory providers of national grid infrastructure and strategic corridors from encroachment by development that might compromise the operation, maintenance and provision of energy networks”. The design and location of open space is determined at development management stage. No change.

Pollution and Environmental Services

Policy MTO3.10 addresses potential concerns relating to the harmful effects of traffic noise with reference to the Kildare Noise Action Plan 2013 – 2013. Amenity issues are also matters addressed through the Development Management process in respect of particular proposals. No change.

In response to submissions regarding recycling facilities, it is an objective of the Draft LAP to adequately maintain recycling facilities and to secure the provision of additional facilities, as required, including in conjunction with development (IO5.1). No change.

Chief Executive's Recommendation:

No change recommended.

4.10 BUILT HERITAGE (CHAPTER 10)

Main Issues Raised

Built Heritage

Many submissions indicate that the preservation of heritage sites, cultural heritage, buildings and parks are vital. A significant number of submissions cite the fact that the Draft LAP includes a stated objective to harness the potential of Leixlip's heritage and tourism assets yet it facilitates residential development within Leixlip Castle Demesne, The Wonderful Barn and near Leixlip Gate.

In relation to Leixlip Castle, the concerns relate to diminishing the castles natural setting; the integrity of the demesne walls, sightlines/views of the castle from adjoining lands; the precedent this would set from remaining demesne lands; and that the residential zoning would contravene the heritage policies of the LAP and guidance in the Architectural Heritage Protection Guidelines.

In relation to the impact of housing on The Wonderful Barn, a Protected Structure, the concerns expressed relate to: impacts on views especially from Castletown to The Wonderful Barn; housing will not protect, enhance or promote an appreciation of this asset or safeguarding the continued sustainable use of the building but would contradict policies in the Plan to promote same as a tourist attraction. The parklands of the Wonderful Barn should be enhanced to a high quality amenity space.

One submission undertook a review of the Table 10.1 Record of Protected Structures and noted some errors. A number of additions were recommended to be included also. One submission queries why Newtown House (Old Library) is not a protected structure. The cut-stone Cope Bridge should be retained and a new bridge constructed nearby if required.

One submission welcomes objectives BHO1.3 and BHO1.8.

It is suggested that objective BHO1.7 be amended as follows:

To support the implementation of the conservation plan for the restoration and management of the Wonderful Barn and associated lands in association with key stakeholders *and the community which would include a layer of public consultation to address any community conservation concerns regarding the proposed housing development.*

It is suggested that BHO1.8 be amended as follows:

To promote The Wonderful Barn as an integrated tourism attraction including the restoration of the main features of the complex and its historical landscape:

- (i) The re-arrangement of the existing access way *to merge with the historic entrance spatial sequence.*
- (ii) The integration of car parking facilities. *(Car park facilities to be provided without reducing remaining parkland or heritage site areas). The capacity of the car park should be at least double the minimum ratio requirement for the development KDA1.*
- (iii) The immediate consolidation and eventual restoration of the historic buildings.

- (iv) The reinstatement of the walled garden and rear courtyard;
- (v) The insertion of complementary commercial uses to ensure a sustainable future for the project.
- (vi) The creation and management of either a Discovery Park, or a large playground on the scale of St Catherines Park with an adjacent Skateboard park, in the Wonderful Barn Parkland for the residents of North Kildare.
- (vii) The provision and management of a picnic area adjacent to the Discovery Park and/or Playground in the Wonderful Barn Parkland for the residents of North Kildare.

Architectural Conservation Areas

One submission highlighted breaches of planning permission for development within the ACA which adversely affect the heritage structure which were not policed by the Council. It was considered that the ACA designation has been of little value in retaining the existing fabric of heritage properties. This submission also observed that PVC products are not durable, have been subject to vandalism leaving rainwater spilling onto the footpath.

Views

There is a view/prospect missing from the plan from Black Bridge/ Blakestown and a scenic route along R148 from Carton to Deey Bridge and lock. There is also a concern about the protection of Ryebrook House.

Archaeological Heritage

Two submissions indicate that none of the area around Confey has been highlighted as being of archaeological interest despite the presence of Confey Castle and the old church of St Columba which date back to around the 13th C. (Ch 10). The field(s) contiguous to the Confey Castle (Eustace) ruin, probably in Confey townland should be included in this list. One submission undertook a thorough review of the Table 10.2 Sites and Monuments Record and noted a number of typing, descriptive and other errors.

Chief Executive's Response:

Built Heritage

In response to the submissions which query how the LAP can seek to protect Leixlip's heritage and tourism assets yet facilitate residential development within Leixlip Castle Demesne and The Wonderful Barn, it is noted that these objectives are not mutually exclusive and that the Architectural Heritage Protection Guidelines for Planning Authorities are intended to guide the planning and development of proposals in such circumstances. In this regard, it is noted that the KDAs are outside the curtilage and attendant grounds of the protected structures. However, it is acknowledged that new development both adjacent to and at a distance from a Protected Structure can affect its character and special interest and impact on it in a variety of ways. In the case of Leixlip Castle it is further acknowledged that the KDA is within a demesne. In this regard, the County Development Plan includes at section 12.5.1 specific policy objectives for Country Houses and Demesnes. It is considered that the policy objectives included in the County Development Plan, Draft Leixlip LAP and the design guidelines for KDA 1 and KDA 2 as set out in Section 12.1.1 and 12.1.12 (i.e. control of building heights, protection of views, integration of green infrastructure etc.) will ensure a high quality of design and layout so that proposals will not unduly impact on the setting of The Wonderful Barn or Leixlip Castle. No change.

Regarding potential future uses for The Wonderful Barn and the restoration and long-term preservation of all buildings at the site should be part of the development of this area, reference is

made to Policy Objective BHO1.7 and BHO1.8 which supports the implementation of a Conservation plan for the restoration and management of the Wonderful Barn and to promote it as an integrated tourism attraction. The protected view from The Wonderful Barn to Castletown house is reproduced in the LAP as Figure 10.2 for information purposes also.

A number of submissions considered that access through Leixlip Gate contradicts aspirations stated within the Draft LAP, i.e. "proposals should seek to minimise impact on the Protected Structure and Avenue". In this regard, it is noted that development objectives and conservation objectives are not mutually exclusive and the Architectural Heritage Protection Guidelines for Planning Authorities are intended to guide the planning and development of proposals in such circumstances. The urban design concept for the Leixlip Gate KDA 4 does not propose access through Leixlip Gate itself. Access to the residential zoned land is proposed further north of the protected structure. The design parameters set out in Section 12.1.4 of the plan for KDA4 includes the retention of Leixlip Gate and the tree lined avenue. No change.

Support for objectives BHO1.3 and BHO1.8 are noted. It is considered that the wording of objective BHO1.7 as contained in the Draft Plan is satisfactory. No change recommended.

In response to the submission which referred to the Record of Protected Structures it is noted that the RPS forms part of the County Development Plan and is incorporated in the Draft LAP for information purposes only. The content of the RPS is therefore not under consideration as part of this process.

Architectural Conservation Areas

In response to the submission relating to the ACA, the County Development Plan and the Architectural Heritage Protections Guidelines for Planning Authorities include general policy guidance in relation to Architectural Conservation Areas. Furthermore, Policy Objective BHO2.1 states that it is the intention of the Council to prepare a character statement and area specific policy objectives for Leixlip ACA. In relation to the submission indicating the use of pvc in the ACA, it is noted that objective BHO2.4 supports the use of appropriate materials which characterise the vernacular architecture of the ACA, including stone, slate, timber windows and doors, and decorative render. No changes proposed.

Views

Map No. 2 of the Draft LAP 'Built Heritage and Archaeology Map' includes the View from Deey Bridge, which is referred in the County Development Plan 2017-2023 as RC4 in Table 14.10 'Views to and from all Royal Canal Bridges'. The second view referred to in the submission, from Black Bridge at Blakestown, is located outside of the LAP boundary. However, in the interests of clarity, it is agreed that this view be shown on Map 2 also. This is referred to as 'RW1' in the County Development Plan listed in Table 14.7 'Views of Rye Water from Bridges'.

Archaeological Heritage

Map 2 of the Draft LAP 'Built Heritage and Archaeology' indicates there are zones of archaeological potential surrounding Confey Church and Confey Castle (extract shown below). Table 10.2 'Sites and Monuments Record within LAP boundary' also includes these. No further change recommended.



Extract from Map 2 'Built Heritage & Archaeology'

Chief Executive's Recommendation:

Amend Map 2 'Built Heritage and Archaeology Map' by including the following View from the County Development Plan 2017-2023:

View of Rye Water from Black Bridge at Blakestown (Ref RW1 in CDP).



4.11 NATURAL HERITAGE, GREEN INFRASTRUCTURE & STRATEGIC OPEN SPACES (CHAPTER 11)

Natural Heritage and Designated Sites

One submission notes that land at Confey is Leixlip's last area of outstanding, unspoiled natural beauty where farming has been a mainstay for centuries and it acts as an unofficial 'green belt' from Lucan, Clonee and Clonsilla. The 'Moor of Meath' circuit is used daily by walkers, runners, cyclists and hunters and is a valuable asset.

One submission raises concern regarding the impact of an objective to carry out road improvements to Kellystown Lane and the impact this may have on the Rye River SAC.

St. Catherine's Park

In excess of 1500 submissions object to a road going through St. Catherine's Park and object to the park being divided at any point, to bridges over the Confey Road/Royal Canal/Railway line/River Liffey/Liffey Valley, to extra air and noise pollution inside and outside the park, to the Confey Masterplan and to any development that would require a road through St. Catherine's Park. Any development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.

The reasons put forward in opposition of a road through St. Catherine's Park are as follows:

- **Community:** It would destroy a wonderful resource for the community, a key asset for the people of Leixlip and surrounding areas which contributes greatly to the quality of life for young and old; it's a place for teenagers to go and socialise, which helps reduce anti social behaviour.
- **Health and Safety/Public health:** The park promotes health and fitness; a road would result in the loss of pitches, walkways, play spaces and amenity; parks provide essential open space for outdoor pursuits which bring mental health benefits to the community; it would have a detrimental impact on the health of children playing in the nearby playgrounds; it would impact the Slí na Sláinte; research from Canada indicates childhood cancers are caused by environmental agents rather than lifestyle risk factors.
- **Greenbelt:** The park is a beautiful, serene, precious space; it is part of the greenbelt and should be protected; a road would be a scar on the parkland and landscape; it will destroy what society holds dear: health, freedom, fun and peace.
- **Pollution:** A road will cause air and noise pollution. People have a right to green spaces free of pollution, noise, lighting and toxic fumes. The park acts against climate change.
- **Biodiversity:** It will have devastating impacts on nature, flora and fauna (protected species such as bats, Kingfisher, etc.).
- **Glendale Meadows:** A road would impact negatively on existing residents; a high level bridge would result in noise and air pollution and would be visually detrimental to the area; it could potentially be 9.9m above ground level and approximately 30m from the rear of 72–87 Glendale Meadows.
- **Local Investment/Ownership:** The park was purchased by Michael D. Higgins when Minister for Arts and Heritage. The community raised €33,000 towards the development of the park.

The Department of Finance rules of funding requires that the Park remains a public amenity for the benefit of West Dublin, Kildare and Meath. A road through the park is a breach of this contract. It is a beautiful space won hard by local people and has gone from strength to strength. Poaching hard fought parkland in community use for a road will be resisted by the community.

- **Policy:** A road would be incompatible with LAP and CDP objectives; contrary to CDP objectives NH7 AND NH10 to protect ecological, visual, recreational, environmental and amenity value of the County's National Heritage Areas and associated habitats; would contravene objectives of the National Spatial Strategy, Regional Planning Guidelines and the Strategy for the River Liffey and delivery of a Liffey Valley Park. Appropriate Assessment must be carried out for any infrastructure such as this. Alternative 4 in the SEA is excluded as it allows for the protection of St. Catherine's Park and Leixlip Manor and protects its biodiversity and natural heritage. An eastern link road would have the same impact.
- **SEA:** It is stated that the SEA does not consider a road through St. Catherine's Park, or any other recommendations from the RPS Transport Assessment. If the road was included in the SEA, it would have shown negative impacts on Population and Health, Air, Noise and Climate, and other areas including Landscape and Visual. The importance of the Park is identified in paragraph 1.7 of the SEA. The SEA conclusions are therefore misleading as the road was not considered.

One submission acknowledges that no plan have been set in stone yet for a new road through St. Catherine's Park. No feasibility assessment, constraints, mapping or examination of options has been carried out to date and no public consultation has taken place. This is set out in legislation and must form an integral part of any decision-making process for the identification and design of any proposed route.

One submission requests a commitment from Councillors to interact with Fingal and South Dublin Councils to remove the indicative line. Other entities should not be allowed to build a road through St. Catherine's Park.

One submission suggests the plan must be mindful of the need for natural drainage as ditches and habitats are destroyed/removed.

Some submissions refer to the impact of new residential development on the natural heritage of Leixlip Castle and Demesne (KDA2), in particular areas of semi-wilderness along the River Liffey and impact on trees and hedgerows which should be preserved. It could affect the River Liffey green belt. It is also adjacent to Leixlip dam and there could be a drowning danger for children playing beside the deep water lake.

Green Infrastructure Objectives

Many submissions request that the following revisions to the Green Infrastructure objectives:

GI01.1: To *protect and* integrate *existing and new* Green Infrastructure as an essential component of new developments and restrict development that would fragment the Green Infrastructure network.

GI01.2: To protect identified key Green Infrastructure and "Stepping Stone" habitats (according to their value) and enhance where possible. Site specific ecology surveys should be carried out where

appropriate to inform proposed development and assess and mitigate potential impacts. The need for site specific ecological surveys will be ~~determined on a case by case basis~~ required as part of the planning consent process to protect green infrastructure.

GIO1.7: To seek to preserve, protect and enhance trees (including woodlands) of special amenity, nature conservation or landscape value at the following locations and ensure they are actually managed to ensure their continued longevity:

St Catherine's Park

The Black Avenue

Leixlip Castle Demense

Newtown House, Captain's Hill

In grounds of Leixlip House, adjoining public open space at Rye River Estate

Both sides of the aqueduct embankment

Sileachain Valley, between fire station and Glendale Meadows

East side of laneway to Leixlip Gate

Marshfield House, Mill Lane

Open space adjacent to Rye water at Rye River Estate

Along north bank of Canal, Collinstown

Between River Forest and Ryevale Lawns

Trees along Main Street

Ryevale House and adjoining public open space at Ryevale Lawns

GIO1.8: ~~To seek to protect trees that have a particular local amenity or conservation value. To prohibit development where it is likely that damage would be caused to trees protected by a Tree Protection Objective or to those which have a particular local amenity or nature conservation value. Development that requires the felling of mature trees of amenity value, conservation value or special interest notwithstanding the fact that they may not be listed in this plan, will be discouraged.~~

GIO1.9: To promote appropriate tree planting within public open spaces along transport networks and in the public realm:

suitable roadside tree species and median hedgerows along the R449;

suitable street trees along Main Street;

the use of herbaceous perennials and shrub planting in lieu of annual/bedding in planters

GIO1.10

Over 800 submissions are seeking a new objective to be added to the Plan as GIO1.10 as follows:

"It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity".

The reasons for seeking this objective are given above under 'St. Catherine's Park'.

Open Space

The provision of open and green space is essential for the well rounded development of children and teens. A lack of this is a contributory factor to social deprivation. Submission suggests that the town lacks green areas and that the KDAs to the south of the town will further impact on the amenity of existing estates. The area is struggling for more pitch space (St. Catherine's Park and Confey GAA struggle). This should be delivered by the developer in the first place.

Numerous submissions indicate that The Wonderful Barn is a great community park and should be enhanced to a high quality amenity space for biodiversity and recreational parkland. The tree-lined avenue to the north of Castletown affords a clear view of the Wonderful Barn but needs considerable pruning.

One submission indicates that Figure 11-3 'Open Space in Leixlip' is incorrect as it refers to lands in Confey north of the railway line and this should be rectified in the interest of consistency.

OSO1.1 (iii) should be replaced with "Loop walk between Silleachain Valley and St. Catherine's Park and Glendale Meadows gate to park".

OSO1.8: St. Catherine's Park already falls within the Liffey Valley. Walkways and cycle routes through the park from the Royal Canal to the Liffey Valley should be developed.

OSO1.9: should be amended by adding "and between Leixlip, Fingal and Meath in order to prevent urban sprawl".

Chief Executive's Response:

Natural Heritage and Designated Sites

Policy NH1 and objectives NHO1.1-1.6 sets out the policy context for the protection of species and habitats. Furthermore, it is an Action of the Draft Plan to update the Green Infrastructure Mapping for Leixlip to include Confey which in turn will inform the preparation of the Confey masterplan. The Confey masterplan will be prepared having regard to consultation with statutory authorities and the public, and will be subject to additional environmental assessment, such as SEA and AA. No change recommended.

The Zoning Map for the Draft LAP indicates the existing road to which Objectives MTO3.2 and MTO3.3 pertains. These objectives contain the following text; *Proposals for development will only be approved if it can be ascertained, by means of an Appropriate Assessment (or other ecological assessment where appropriate), that the integrity of European Sites and/or protected habitats or species will not be adversely affected.* This ensures the proposed road improvement schemes outlined in Objective MTO3.2 and MTO3.3 will be subject to Appropriate Assessment. Objective NHO1.2 of the Draft Plan also refers to Appropriate Assessment. No change recommended.

St. Catherine's Park

The significant number of submissions received in relation to St. Catherine's Park is noted. St. Catherine's Park is included in the Plan as a key local biodiversity area and a key element of the town's Green Infrastructure. It is included in Figures 11-1 and 11-2 which refer to Habitat and Green Infrastructure mapping. Furthermore, it is a policy of the Plan to 'protect, enhance and further

develop the Green Infrastructure network in Leixlip to provide a shared space for amenity, recreation and biodiversity' (Policy GI1) which includes inter alia St. Catherine's Park.

The Leixlip LAP does not include an objective to provide a road through St. Catherine's Park.

The RPS Outline Transport Assessment is a background document which outlines a number of access options to service Confey. It is a high level assessment only and will be subject to more detailed traffic impact assessment during the masterplanning process for Confey.

The Chief Executive notes that it is an intention of the National Transport Authority's Transport Strategy for the Greater Dublin Area 2016-2035 to: "Enhance orbital movement outside of the M50 C-Ring, between the N3, the N4 and N7 national roads, by widening existing roads and the development of new road links". The current County Development Plans for Fingal, South Dublin and Kildare include objectives relating to linking the N3 and the N4, reflecting the statement contained in the Transport Strategy.

While both Fingal and South Dublin show indicative routes, no route selection process has commenced and therefore there is no determined route, no detailed design, no leading agency and no funding identified for such a road to date. Any final line of the road will be subject to evidence based investigations, including detailed environmental assessments such as Environmental Impact Assessment and Appropriate Assessment. Determination of any route will require a commitment at national level in terms of process and funding. Any such process will most likely be decided on by An Bord Pleanála and will be open to full public consultation. To date this process has not commenced.

As stated in Section 4.1 of this report, the SEA has not assessed a road through St. Catherine's Park as it is not an objective of this plan to construct a road through St. Catherine's Park. The masterplan for Confey will be subject to a separate SEA and AA.

In response to the submission regarding the need to be mindful of natural drainage, ditches and habitats it is considered that the natural heritage policies (NH1) and objectives (NHO1.5) of the plan, in addition to the overarching policies included in the County Development Plan, adequately provide for the protection of habitats and the integration of green infrastructure into new developments. No change.

In response to concerns regarding the impact of KDA2 on the natural heritage of Leixlip Castle and Demesne, the key habitats, hedgerows and trees on these lands have been surveyed and are mapped in Figure 11-1 and 11-2 of the Draft LAP. Objective GIO1.1 ensures that Green Infrastructure is integrated as an essential component of new developments and objective GIO1.3 seeks to ensure key trees, woodlands and high value hedgerows identified in the Habitat Survey are integrated into new developments. This is also reference in the Design Brief in Section 12 of the LAP. No change.

Green Infrastructure Objectives

The suggested changes to the Green Infrastructure objectives are noted. It is considered that the objectives in the Draft LAP are appropriate as written.

In response to the significant call for the inclusion of a specific objective *to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to*

recreational activity. It is considered that the protection of the County Kildare section of St. Catherine's Park is provided for under Policy GI1 and Figures 11.1 and 11.2 of the Draft LAP. It must also be noted that St. Catherine's Park is located between the administrative areas of Kildare and Fingal County Councils.

Open Space

It is agreed that Figure 11-3 'Open Space in Leixlip' is incorrect as it refers to lands in Confey north of the railway line and this should be rectified in the interest of consistency.

Chief Executive's Recommendation:

Amend Figure 11.3 'Open Space in Leixlip' to include lands zoned Open Space located east of Confey Masterplan area north of the canal/railway line to reflect Zoning Map.



4.12 KEY DEVELOPMENT AREAS/ MASTERPLAN AREAS (CHAPTER 12)

Main Issues Raised

Key Development Areas

It is suggested in some submissions that the approach to developing new residential areas must be to create desirable places to live whilst protecting the community. One submission suggest the 'Village building' approach which avoids the necessity of cars and ensures access to local shops, green spaces and sports facilities. It is also suggested that the developers of the KDAs should be required to deliver youth spaces and playgrounds in tandem with new houses.

KDA1 Wonderful Barn

The issues raised in the submission regarding the design brief for KDA1 are:

- **Context:** The relationship between the new development and the Wonderful Barn, Castletown House and neighbouring estates is critical. Further consideration is required to assess how 550 units can be achieved here while preserving and promoting the Wonderful Barn as a tourist attraction and providing parkland, allotments and fulfilling health and safety requirements. A more detailed Masterplan is needed.
- **Density and height:** It is suggested that development should be low density and no higher than two storeys to protect views and privacy. Two storey houses at 35 units per hectare would have a negative impact on the amenity value of the National landmark of the Wonderful Barn. The statement allowing 35 units per hectare should be removed as 'high quality design' and 'high quality layout' are not defined. 30/ha should be the maximum. house types, finishes, heights, densities and setback distances
- **Rinawade:** some submissions suggest that the existing trees and hedges on the boundary should be retained as they provide screening, shelter for wildlife etc, and should be reinforced to a high value hedgerow status, and not replaced by a wall. Other submissions suggest a properly defined boundary wall be delivered for privacy and security before any development commences on the developer's side of the existing drain with consultation. One submission suggests that the open spaces between Rinawade Rise and the Wonderful Barn should not be merged as this would create a mega-estate; Some submissions refer to Figure 12-1 which shows pedestrian/cycle connections off Rinawade Rise and Rinawade Lawns. Concerns are expressed about the need for such a link, about volume of pedestrian /cycle traffic, unofficial vehicular parking, potential for increase in litter/dog fouling; anti-social behaviour etc. The Rinawade Lawns access route appears to have little amenity value. Trees in the area should be retained.
- **Castletown Estate:** it is suggested that the undefined boundary between Castletown Estate and The Wonderful Barn could be problematic. Boundary lines should be protected and secured, prior to the commencement of any works. One submission indicates that the drain contains water for 2/3 months every year and will require to be cleared of vegetation.
- **Traffic:** Traffic from KDA1 must be directed away from Castletown Estate. The only access from KDA 1 to the M4 is via Castletown Estate or Leixlip Village. This will cause traffic congestion and raise safety issues.
- **Noise:** No provisions are made in the LAP with regard to recommendations under the Kildare Noise action plan 2013-2018 *"to seek to reduce, where necessary, the harmful effects of traffic noise, through appropriate mitigation measures"*. Provisions to mitigate against noise pollution as per the Kildare Noise Action Plan 2013—2018. Site requires modifications beyond those listed in the LAP regarding health and safety.

It is suggested that Figure 12-1 be amended as follows:

Built form: Create a legible development with a sense of place which understands the cultural heritage of the surrounding area and has regard to the residential amenity of the existing dwellings to the north, west and east of the development area. Provide for buildings of 2 storeys in height (limited to an overall height of approximately 8m). This site will accommodate medium to low density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high and is determined that it would not impact unduly on the setting of the Wonderful Barn, a maximum density of 35 units per hectare may be achievable. Apartments and flat roof houses would not be appropriate in this area. Respect a zone of protection around The Wonderful Barn. Public open space should reflect existing spaces in adjoining developments, enhancing the visual amenity, with the possibility of merging in the future, subject to public consultation. Building layout must have regard to the need to protect any views within the site- namely , those from Castletown House, from inside the Celbridge Road entrance and from within the existing residential developments.

Landscape and Spaces: Building layouts will have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. Provide for minimum 15% quality open space within the residential lands. Retain natural heritage and existing green infrastructure features through incorporation into areas of open space and boundaries of residential development.

KDA2 Celbridge Road (East)

While some submissions suggest that KDA2 and Section 12.1.2 be deleted from the Plan, the issues raised in the submissions regarding KDA2 are:

- **Density and height:** It is suggested that development should only be low level and low density to protect cultural heritage of surrounding area. Any buildings over two storeys should only be considered to the motorway end and not overlook existing homes. Building height should transition in scale back from the existing resident homes. However the site is narrow and houses will have to a certain distance from the M4 motorway. Impact on views.
- **Protected Structure:** The removal of sections of the Demesne wall to facilitate access should not be allowed; views will be diminished; significant hedgerows and trees will need to be removed to facilitate development; the trees that surround Leixlip Castle will only hide the proposed development when in foliage. The LAP should require a comprehensive design in respect of the Demesnes boundary wall to prevent misuse/damage and implement safety measures, and to protect curtilage and views.
- **Levels:** The difference in levels between KDA2 and Wogansfield and Leixlip Park could give rise to overlooking, overshadowing and potentially flooding issues. The mound at the edge of KDA2 acts as a noise barrier to the motorway. A comprehensive approach to minimise the effects of the height disparity should be prepared.
- **Access:** Vehicle access to KDA 2 is an area for concern as it is directly opposite the entrance to KDA 1. Sightlines at the site entrance are limited which raises safety concerns. A Traffic Impact Assessment is required.
- **Traffic:** Concern expressed regarding traffic
- **Linkages:** Concern is expressed by residents of Wogansfield and Leixlip Park in relation to proposed linkages, safety concerns for children walking to school; anti-social behaviour; concerns for security; lack of space for designated pavements. If these links are now off the agenda, how will safe permeability in accordance with DMURS be provided? If pedestrian

and cycle access at Leixlip Park and Wogansfield are re-introduced in the future there will be local objection to this. The plan is vague on linkage to the town centre, the only link shown is to Pound Street which is not a viable link to the village due to difference in levels and other engineering issues.

- **Site boundary and Open Space:** While the boundary area (hedgerow, ditch and boundary wall) between the existing estates and KDA2 should be retained with a suitable barrier, this should be excluded from the 15%. An environmental study should be conducted on both the KDA2 site and the Hedgerows and Trees along Pound Street and Celbridge Road that would be affected by any development at KDA2.
- **Noise:** No provision is given for any barriers to reduce noise from the motorway for the proposed new builds and construction of an effective barrier may in fact force the units closer to the existing residential area. Future noise levels generated by Weston Airport have not been considered in the LAP.
- **Drainage and flooding.**

It is suggested that Figure 12-2 should be amended as follows:

Landscape and Spaces: Building layouts will have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. Provide for minimum 15% quality open space within the residential lands. Retain natural heritage and existing green infrastructure features through incorporation into areas of open space and boundaries of residential development.

KDA3 Easton

The issues raised in the submissions regarding the design brief for KDA3 are:

- **Density and height:** This site should only accommodate low density housing of 30 units per hectare. Many submissions are opposed to 4 storey development along the R449 as it would ruin the approach to the town and suggest that only 2 storey units should be permitted. High rise and high density takes away from the appearance of the town.
- **Context:** One submission notes that this KDA has restrictions in the form of transmission lines, pylons and marshlands at the northern end. Permission has recently been granted for 200 units on this site.
- **Glen Easton:** It is suggested that proposals for the site must have regard to the residential amenity of the existing dwellings, must protect the hedgerow along the boundary with Glen Easton; contain a suitable set back from the estate; the Design concept should indicate the hedgerow to be retained; the set back illustrated from the Glen Easton estate is supported; the open space area should be located to the east of the site; insert in Built Form "The 2 storey limit on dwellings to the east of the site will be strictly applied"; a minimum separation distance to Glen Easton boundary.
- **Traffic:** In addition the amount of additional traffic generated from the proposed density of development at this location will result in severe congestion during peak times. There does not appear to be any assessment/plan to address the significant traffic issues set out above.
- **Shops/Ancillary facilities:** Provision is not made for local shops or other ancillary facilities within or adjoining the proposed development of KDA 3 and KDA 4 resulting in increased traffic along the Green Lane towards the Spar at Glen Easton. This will create a traffic and safety nuisance for Gleneaston residents, pedestrians and other road users also.

It is suggested that Figure 12-3 KDA 3: Easton (off Green Lane) be amended as follows:

Vision: The extension of the urban area of Leixlip through new residential development and open space and amenity, with high quality permeable urban form ~~and creating a built edge to the R449.~~

Built Form: This site will accommodate medium to low density residential development in the order of 30 units per hectare. ~~However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable.~~ Layout to have regard to the overhead transmission cables traversing the area and the clearance distances recommended by the ESB (ref. Section 17.11.2 of the Kildare County Development Plan 2017-2023). Have regard to residential amenity of existing dwellings to the east – buildings to be restricted to 2 storey in height along this perimeter. High quality development form at the roundabout junction of the R449 and Green Lane should announce the town, restricted to 3 storeys in height. ~~Buildings 3-4 storeys may be provided at the roundabout junction of the R449 and Green Lane along the perimeter with R449.~~ Provide passive surveillance of roads and open spaces. Buildings should maintain an appropriate set back from the roundabout at the R449 and Green Lane. As part of its design, the setback should incorporate the protection and enhancement of existing and new green infrastructure where appropriate, to introduce the town.

Landscape and Spaces: Provide for minimum 15% quality open space within the residential lands. Retain natural heritage and existing green infrastructure features through incorporation into areas of open space and boundaries of residential development. Incorporate natural heritage and green infrastructure features in addressing flood risk and preparation of SuDs Strategy.

Revised wording for Table 4-1 page 10, KDA3 Estimated residential capacity (approx no of units): ~~360-420~~ 200

KDA4 Leixlip Gate

The issues raised in the submissions regarding the design brief for KDA4 are:

- **Density and height:** Any new development should respect the character of the area at approx. 6 units per acre and only two storeys in height. There should not be 4 storeys along the R449 because high rise is out of character with the town. The proposed density within KDA4 does not consider existing planning permissions for low density development.
- **Open Space:** The 15% open space requirement must be reinstated; it will be difficult develop here as a mature low density housing development is in the middle of the site.
- **Traffic:** It is imperative that the correct TIAs are completed and recommendations implemented prior to commencement of any development at KDA 4.
- **Access:** concerns are raised regarding the proposed location for the entrance to KDA 4 as the existing entrance is not well sighted, Easton Road is already busy, and entrances from KDA 3 and 4 in close proximity to the R449 will raise safety issues. A traffic management plan for Easton Road/Green lane should be carried out. The character of the lane will be compromised to facilitate more traffic. A roundabout on the R449 would be a preferable safer alternative solution. The location of access proposed for KDA 4 should be relocated.
- **Linkages:** the proposed pedestrian/cycle access from KDA 4 to the R449 will be problematic for the following reasons: conflicts with current residents of the area; is a security risk;

crosses third party lands; bringing people into unlit areas; would disrupt the character of the area; increase anti-social behaviour; impact negatively on heritage character of the tree lined avenue and protected structure.

- **Landmark building:** The location of the proposed 'landmark building' in KDA 4 is on a point of no historical significance and cannot contribute to the economic vitality of the town centre at this location.
- **Protected Structure:** there should be no disturbance to the lane leading to Leixlip Gate protected structure (Ref B112-59), no disturbance to the setting of Kilmacredock House which is over 250 years old.
- **Noise:** It is proposed to include an amendment in the Draft LAP *'To complete a study as per the Kildare Noise Action Plan 2013-2018, on the effect of motorway noise from M4 on KDA 4. Physical alterations to site, changes to proposed location of residential units and sounds barrier to be completed based on study findings.'*

It is suggested that Figure 12-4 be amended as follows:

Vision: The consolidation of the urban area of Leixlip through new residential development and open space and amenity, with a high quality permeable urban form ~~and creating a built edge along the R449.~~

Connectivity/Movement: Access to the site will be via an improved Leixlip Gate and access point onto Green Lane. Achieve vehicular, pedestrian and cyclist permeability throughout the development area with pedestrian and cyclist access to the R449 and Green Lane

Landscape and Spaces: Provide for minimum 15% quality open space within the residential lands. Retain natural heritage and existing green infrastructure features through incorporation into areas of open space and boundaries of residential development. Incorporate natural heritage and green infrastructure features in addressing flood risk and preparation of SuDs Strategy. ~~Use landscaping to create buffer~~ Ensure existing and new green infrastructure is retained and provided to create a setback for screening and privacy purposes from the R449 and M4.

Built Form: This site will accommodate medium to low density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable. Layout to have regard to the residential amenity of existing dwellings, buildings to be restricted to 2 storey in height along perimeter with existing dwellings. High quality development form at the roundabout junction of the R449 and Green Lane should announce the town, restricted to 3 storeys in height. ~~Buildings 3-4 storeys may be provided at the roundabout junction of the R449 and Green Lane along the perimeter with R449.~~ Provide passive surveillance of roads and open spaces. The entrance gate is a Protected Structure (Ref. B11-59) and leads to a tree lined avenue, formerly part of Castletown Demense. Proposals should seek to minimize impact on the Protected Structure and avenue. Buildings should maintain an appropriate set back from the roundabout at the R449 and Green Lane. As part of its design, the setback should incorporate the protection and enhancement of existing and new green infrastructure where appropriate, to introduce the town.

Areas subject to Masterplans

One submission suggests that Section 12.2 be amended regarding consultation as follows:

The masterplans shall be prepared for the entire site areas identified on the Land Use Zoning Map. *The masterplan shall be fully agreed with Kildare County Council subject to public consultation and in consultation with the Elected Members of the Leixlip/Celbridge Municipal District prior to the granting of any planning permission on these lands. The masterplan must accord with the site specific objectives identified by this LAP as well as relevant site development standards set out in the Kildare Development Plan.*

Collinstown Masterplan

The zoning of lands at Collinstown for employment purposes is supported by a large number of submissions as it is acknowledged that it has the potential to accommodate high order employment uses and is less suitable for housing.

One submission suggests that the text of Section 12.2.2 Masterplan for Collinstown should be amended by removing reference to enterprise/employment zone and business park.

Other submissions suggest that lands at Collinstown should be zoned for high density residential development as an alternative to Confey to accommodate approximately 2,000 units in walking distance of public transport, new schools, shops, employment, services and amenities which should draw on the approach used by Vauban in the city of Freiburg. Public money could be used to improve public transport and reduce the volume of cars on the road. It is suggested to include a new statement in Section 12.2 and revise all other statements, actions and objectives as follows:

“Set out a detailed masterplan for the development of the Collinstown area as a whole. Indicate a mixed-town development, with high density residential at the core and lower at the periphery, combined with local retail and other services, along a public transport corridor, on a grid layout indicating car-free streets and pedestrian / cycle access to nearby employment, and including educational, childcare and recreational provision.”

Confey Masterplan

It is suggested in one submission that a focus should be given to prioritise the development of Confey as a new residential and community district. It should be planned correctly and aim to be a model community development that other areas can aspire to.

All relevant stakeholders, especially local residents and groups, should be able to have their say and benefit from its advancement. There must be consultation with Fingal, Meath County Council and SDCC as key stakeholders, as well as public consultation. Development in Confey can bring benefits to the GAA Club membership and it would be important that more pitches are allocated to clubs servicing the new members of the community.

Many submissions suggest that the Confey Masterplan should be provided before the land is zoned and that the masterplan should include the following: housing types & numbers, density, infrastructure to be provided, timescales, cemetery extension, quality open green spaces; support to clubs operating in the area, public transport, cycling facilities, preservation of green space to encourage new habitats for wildlife; quality homes rather than apartments or high rise buildings; safe pedestrian links for the juvenile club members to walk to the club easily; protection of the environment, alternative access such as Kellystown Lane and an outer road around Leixlip and a detailed traffic assessment.

The Alternative Development Strategies considered in the SEA indicate that Confey has a history of flooding. This introduces a high infrastructure risk and would contravene objective IO3.2 of the plan.

Funding

What systems and funding are in place to ensure that infrastructure and services are delivered in a timely way. There is no outline of funding to support infrastructure.

Chief Executive's Response:

Key Development Areas

It is agreed that the approach to planning new residential areas must be to create desirable places to live that integrate with the existing community. The design briefs for each KDA, in addition to the overarching policies and objectives of the LAP, set out the parameters to ensure an appropriate standard of development.

KDA1- The Wonderful Barn

Figure 12.1 of the Draft LAP states that the residential development at KDA1 must, amongst other things, protect the cultural heritage of The Wonderful Barn, be a maximum of two storeys in height, have a medium to low density of 30 units per hectare and up to 35 where high quality design is achieved, with a zone of protection around the Barn, building layouts must protect key views within the site, retain natural heritage and green infrastructure features. It is agreed that Section 12.1.1 should be amended to omit apartment and flat roof houses and include a minimum of 15% quality open space, which is reflective of Section 17.4.7 of the CDP.

Section 4.6 and 4.10 of this report addresses concerns in relation to heritage and tourism. In response to concerns regarding traffic, it is recommended that reference is made under 'Connectivity/Movement' that any significant planning application is to be accompanied by a Traffic Impact Assessment and takes into consideration the development potential of KDA 2. In response to the submissions highlighting issues with boundary treatments and proposals to reduce noise from the M4 it should be noted that these matters are more appropriately dealt with during the development management process as specific proposals come forward. The Draft LAP includes a policy supporting permeability (MT1) which will provide for walking and cycling for short journeys.

KDA 2- Celbridge Road (East)

Section 12.1.2 of the Draft Plan refers to the design brief for KDA2 and it requires, amongst other items, development to understand the cultural heritage of the surrounding area, have regard to residential amenity of existing dwellings at the perimeter, buildings heights to be 2 to 3 storeys, medium to low density of 30 units per hectare with a maximum of 35 units when high quality design is achieved; retention of Leixlip Castle boundary wall with exceptions for access; layouts to have regard to key views within the site and appropriate landscaping to minimise visual impact and retain natural heritage and green infrastructure features. It is agreed that Table 12.1.2 should be amended to include a minimum of 15% quality open space, which is reflective of Section 17.4.7 of the CDP.

Section 4.10 of this report which addresses concerns in relation to heritage. In respect of concerns regarding the potential for development of these lands to overlook Leixlip Castle it is noted that the KDA is physically and visually separated from Leixlip Castle by a woodland belt, and the design brief

requires a high quality of design and layout which is required to minimise impact on Leixlip Castle. In response to concerns regarding impact on traffic on the Celbridge Road it is recommended that reference is made under 'Connectivity/Movement' that any significant planning application is to be accompanied by a Traffic Impact Assessment and takes into consideration the development potential of KDA 1. Issues in relation to boundary treatment, noise and location of open spaces are more appropriately addressed through the development management process.

KDA 3- Easton

Figure 12.1.3 of the Draft LAP refers to the design brief for KDA3 and it requires, amongst other items, that residential development be medium to low density of 30 units per hectare and 35/ha when high quality design is achieved, to have regard to overhead cables, have regard to amenity of existing dwellings to the east with two-storeys only at this location, 3-4 storeys along the R449 and to retain natural heritage and green infrastructure. It is agreed that Table 12.1.3 should be amended to include a minimum of 15% quality open space, which is reflective of Section 17.4.7 of the CDP. It is considered that 3-4 storeys would be appropriate along the R449 and no change is recommended.

In response to concerns regarding impact on traffic on the Green Lane it is recommended that reference is made under 'Connectivity/Movement' that any significant planning application is to be accompanied by a Traffic Impact Assessment to have regard to the implications of KDA4. A local convenience retail use is open for consideration on lands zoned for residential purposes.

KDA 4- Leixlip Gate

Section 12.1.4 refers to the design brief for KDA4 and this requires, amongst other items, medium to low-density of 30 units per hectare, with 35/ha when high quality design is achieved, layout to have regard to amenity of neighbouring dwellings and new buildings to be two storeys at these locations, 3-4 storeys along the R449, to minimise impact on Leixlip Gate Protected Structure and tree lined avenue, to retain natural heritage and green infrastructure features. It is agreed that Table 12.1.4 should be amended to include a minimum of 15% quality open space, which is reflective of Section 17.4.7 of the CDP.

Reference to the fact that recent planning application(s) have been granted at Leixlip Gate are noted; however, this does not negate the development / redevelopment potential of the lands or existing developments in the medium to long term. In response to concerns regarding impact of traffic on Leixlip Gate and pedestrian safety (given the lack of currently footpaths) it is recommended that reference is made under 'Connectivity/Movement' that any planning application is to be accompanied by a Traffic Impact Assessment to address KDA3 also. Issues in relation to noise are more appropriately considered at development management stage.

Areas subject to Masterplans

In response to the submission which seeks an amendment to Section 12.2, the Chief Executive is satisfied that the Plan provides for the approval of the Confey masterplan through a statutory amendment process (as per objective CSO1.3) and for the masterplan for Collinstown to be brought forward and agreed with the Planning Department through the development management process which involves a period for observations from members of the public and statutory authorities.

The matter of whether Collinstown is a suitable location for housing is addressed in Section 4.4 (Core Strategy) and 4.5 (Housing) of this report. No change recommended.

Concerns regarding the scale of development proposed at Confey and the impact the proposal will have on existing infrastructure (in particular road, rail, education, health, public transport, parking, amenities) and how the proposed development would integrate with the existing community are noted and have been addressed previously in this report (Section 4.4, Section 4.5 and 4.7).

The masterplan for Confey will be brought forward by the Planning Department of Kildare County Council through detailed consultation with statutory authorities, stakeholders and the public and agreed with the Council through a statutory amendment process. Section 12.2.2 of the Plan sets out elements to be included in the masterplan, including a detailed transportation and infrastructure strategy, phasing proposals, implementation strategy, community infrastructure, schools, public open space and a detailed Flood Risk Assessment. In the interests of clarity, it is recommended that a statement be added regarding the public consultation that will take place as part of the masterplan process.

Chief Executive’s Response:

Amend Section 12.1.1 KDA1 The Wonderful Barn

<p>Vision</p> <p>The extension of the urban area of Leixlip through new residential development and open space and amenity, with a high quality permeable urban form, which provides links to and protects the cultural heritage of The Wonderful Barn.</p>
<p>Connectivity/ Movement</p> <p>Access to the development area will be via an improved access point on the Celbridge Road which will also provide vehicular, cycle and pedestrian access / links to The Wonderful Barn. Achieve pedestrian and cyclist permeability throughout. Design all roads and streets in accordance with the Design Manual for Urban Roads and Streets (DMURS). <i>Planning applications for significant development on these lands shall be accompanied by a Traffic Impact Assessment that takes into consideration the development potential of KDA 2.</i></p>
<p>Built Form</p> <p>Create a legible development with a sense of place which understands the cultural heritage of the surrounding area and has regard to the residential amenity of the existing dwellings to the north, west and east of the development area. Provide for buildings of 2 storey in height (limited to an overall height of approximately 8m) This site will accommodate medium to low-density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high and it is determined that it would not impact unduly on the setting of The Wonderful Barn, a maximum density of 35 units per hectare may be achievable. <i>Apartments and flat roof houses would not be appropriate in this area.</i> Respect a zone of protection around The Wonderful Barn. Public open space should reflect existing spaces in adjoining developments, enhancing the visual amenity, with the possibility of merging in the future.</p>
<p>Landscape and Spaces</p> <p>Building layouts will have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. <i>Provide for minimum 15% quality open space within the residential lands.</i> Retain natural heritage and <i>existing</i> green infrastructure features through incorporation into areas of open space and boundaries of residential development.</p>

Amend Section 12.1.2 as follows:

<p>Vision</p> <p>To consolidate the urban area of Leixlip through new residential development delivering connectivity to the town centre.</p>
<p>Connectivity/ Movement</p> <p>Vehicular access to the development area will be via an improved access point on the Celbridge Road. Achieve pedestrian and cyclist permeability throughout the development area with the potential for linkages to Pound Street to be investigated (level differences are problematic) Design all roads and streets in accordance with the Design Manual for Urban Roads and Streets (DMURS). <i>Planning applications for significant development on these lands shall be accompanied by a Traffic Impact Assessment that takes into consideration the development potential of KDA 1.</i></p>
<p>Built Form</p> <p>Create a legible development with a sense of place which understands the cultural heritage of the surrounding area. Have regard to residential amenity of existing dwellings at the perimeter, Buildings 2 – 3 storey height with transition in scale from existing residential development.</p> <p>This site will accommodate medium to low-density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable, subject to also minimising impact on Leixlip Castle.</p> <p>The boundary wall of Leixlip Castle should be retained and incorporated into future development proposals. Sections of the wall may need to be removed to facilitate vehicular and pedestrian access including along Celbridge Road and should be designed to minimise impact.</p>
<p>Landscape and Spaces</p> <p>Building layouts will have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. <i>Provide for minimum 15% quality open space within the residential lands.</i> Retain natural heritage and <i>existing</i> green infrastructure features through incorporation into areas of open space and boundaries of residential development.</p>

Amend Section 12.1.3 as follows:

<p>Vision</p> <p>The extension of the urban area of Leixlip through new residential development and open space and amenity, with a high quality permeable urban form and creating a built edge to the R449.</p>
<p>Connectivity/ Movement</p> <p>Access to the site will be via an improved access point on Green Lane. Achieve vehicular, pedestrian and cyclist permeability throughout the development area and pedestrian and cyclist access to the R449 to the west. <i>Planning applications for significant development on these lands shall be accompanied by a Traffic Impact Assessment that takes into consideration the development potential of KDA 4.</i></p>
<p>Built Form</p> <p>This site will accommodate medium to low-density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable. Layout to have regard to the overhead transmission cables traversing the area and the clearance distances recommended by the ESB (ref. Section 17.11.2 of the Kildare County Development Plan 2017 – 2023). Have regard to residential amenity of existing dwellings to the east- buildings to be 2 storeys in height along this perimeter. High quality development form at the roundabout junction of the R449 and Green Lane should announce the town. Buildings 3- 4 storeys</p>

may be provided at the roundabout junction of the R449 and Green Lane along the perimeter with R449. Provide passive surveillance of roads and open spaces. Buildings shall maintain an appropriate set back from the roundabout at the R449 and Green Lane.

Landscape and Spaces

Provide for minimum 15% quality open space within the residential lands. Retain natural heritage and *existing* green infrastructure features through incorporation into *areas of open space and* boundaries of residential development. Incorporate natural heritage and green infrastructure features in addressing flood risk and preparation of SuDs Strategy.

Amend Section 12.1.4 as follows:

Vision

The consolidation of the urban area of Leixlip through new residential development and open space and amenity, with a high quality permeable urban form and creating a built up edge along the R449.

Connectivity/ Movement

Access to the site will be via Leixlip Gate and onto Green Lane. Achieve vehicular, pedestrian and cyclist permeability throughout the development area and pedestrian/cyclists access to the R449 to the west. *Planning applications for significant development on these lands shall be accompanied by a Traffic Impact Assessment that takes into consideration the development potential of KDA 3.*

Built Form

This site will accommodate medium to low-density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable. Layout to have regard to the residential amenity of existing dwellings, buildings to be 2 storeys in height along perimeter with existing dwellings. High quality development form along the R449 should announce the town and buildings 3-4 storeys may be provided at the roundabout junction of the R449 and Green Lane. Provide passive surveillance of roads and open spaces. The entrance gate is a Protected Structure (Ref. B11-59) and leads to a tree lined avenue, formerly part of Castletown Demesne. Proposals should seek to minimise impact on the Protected Structure and avenue. Buildings shall maintain an appropriate set back from the roundabout at the R449 and Green Lane.

Landscape and Spaces

Provide for minimum 15% quality open space within the residential lands. Retain natural heritage and *existing* green infrastructure features through incorporation into *areas of open space and* boundaries of residential development. Incorporate natural heritage and green infrastructure features in addressing flood risk and preparation of SuDs Strategy. Use landscaping to create buffer from R449 and M4.

Insert new statement at the end of Section 12.2.2 Confey as follows:

Consultation with the public, stakeholders and statutory authorities will be carried out as part of the Statutory Amendment process for the Confey Masterplan.

4.13 IMPLEMENTATION (CHAPTER 13)

Main Issues Raised

Land Use Objectives

A number of submissions suggest that the plan must zone appropriate lands for new schools, community facilities, playgrounds, swimming pool etc. One submission suggests that retail land should be zoned within estates.

One submission suggests that the availability of land within the existing Hewlett Packard complex by entities other than HP should be considered as part of the LAP.

One submission suggests that there should be no zoning of lands within 1000 metres of the upper tier Seveso establishment as this is a high danger zone resulting from the processing and storage of dangerous chemicals.

One submission indicates it is unclear why Confey GAA has not been identified for recreational use but is proposed for rezoning to residential.

One submission is concerned regarding access to a field adjacent to Knockaulin which has been zoned residential.

Phasing

A phasing plan for the completion of all new services should be identified and listed as part of the LAP. Phasing, with required social and physical infrastructure, must be implemented. A phase must be completed before works can commence on the next, like Adamstown SDZ. The timing of increase in rail capacity, park and ride, new bus routes, bicycle lanes is queried. These need to be in place in advance of or with housing estates.

There should be provision of a playground area in the vicinity of KDA1 and KDA2.

It is suggested that Section 13.2 should be amended as follows:

Design proposals in the Key Development Areas will be subject to a schedule of phasing. The purpose of the phasing is to ensure that infrastructure, facilities and amenities are provided together with new residential development, except in the case of Infrastructural improvements that are identified as being required to be in place prior to any development starting.

The phasing schedule is based on the premise that the number of dwelling units that may be permitted in each phase of development is dependent on the provision of a pre-determined amount of infrastructure, facilities and amenities to serve each phase. To ensure flexibility, the proposed phasing schedule is sequential (linked to output) rather than time specific.

The key infrastructure to be phased in conjunction with housing input in Leixlip is roads infrastructure, water infrastructure, open space, recreational facilities and childcare provision. The phasing below is designed to ensure the delivery of priority infrastructure within each development in tandem with development.

In the case of road infrastructure, Traffic Impact Assessments will be completed prior to any development work and then post the infrastructural change before planning applications are granted.

13.2.1 KDAs

A number of submissions state that a traffic impact assessment should be carried out, and their recommendations implemented, before any works commence in KDAs. The LAP does not provide any plans to create, extend or upgrade any of the existing services or facilities in Leixlip in line with proposed population growth and phased in line with new developments.

It is also suggested that Section 13.2.1 be amended as follows:

Deviations from the phasing condition may be considered in ~~exceptional~~ circumstances where ~~a case is made to~~ the Planning Authority is satisfied that the listed infrastructure is at an advanced stage of delivery or other overarching factors have arisen and any such deviations shall be subject to the prior written agreement of the Planning Authority.

It is also suggested that the tables in Section 13.2.1 be amended as follows:

Key Development Area 1: The Wonderful Barn		
Type of Infrastructure	Description	Phasing
Road Upgrade	Complete vehicular junction at Celbridge Road including improved access to The Wonderful Barn.	To be completed prior to the commencement of development.
<u>Noise Action Study</u>	<u>Complete study as per the Kildare Noise Action Plan 2013 – 2018, on the effect of motorway noise from M4 on KDA1. Physical alterations to site, changes to proposed location of residential units, sound barriers, to be completed based on study findings.</u>	<u>Study, planning changes and physical alterations to site to be completed prior to the commencement of development.</u>
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1 – 100 to be completed prior to the commencement of dwelling no. 101 in KDA1. Pro-rata provision for remainder to be completed prior to the completion of development on zoned lands in KDA1.
<u>Car Parking</u>	<u>Additional Visitor Car parking (in excess of those required by KDA1) for the access to: Wonderful Barn Allotments Wonderful Barn Tourist Attraction Accessible from The Wonderful Barn Parkland area but not encroaching on unzoned land and not part of 15% open space allocation for development.</u>	<u>To be completed prior to the commencement of dwelling no. 101 in KDA1.</u>
<u>Ecology Survey</u>	<u>Complete Site specific Ecology survey on Mature Tree lines and hedgerows bordering all sides of KDA1. Wildlife survey to be completed with regard to protected species e.g. Bats occupying the site.</u>	<u>To be completed prior to Planning permission approval.</u>

<u>Development Details</u>	<u>Site Densities, Site Design, 2 storey in height residential units with medium to low density at a maximum of 30 units per hectare. Pattern of Development and Separation distances to be reviewed and agreed with respect to Heritage buildings and Adjacent existing Residential units.</u>	<u>To be completed prior to Planning permission approval.</u>
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Amend Key Development Area 2: Celbridge Road (West) for Section 13.2.1:

Key Development Area 2: Celbridge Road (West)		
Type of Infrastructure	Description	Phasing
Road Upgrade	Complete vehicular junction at Celbridge Road.	To be completed prior to the commencement of development.
<u>Road Upgrade</u>	<u>Complete traffic calming measures before and after M4 fly over</u>	<u>To be completed prior to the commencement of development.</u>
<u>Road Upgrade</u>	<u>Complete Pedestrian Crossing point at Celbridge Road beside development site.</u>	<u>To be completed prior to the commencement of development.</u>
<u>Ecology Survey</u>	<u>Complete Site specific Ecology survey on Mature Tree line currently occupying the proposed Vehicular access point for KDA2. Also on Hedgerow adjacent to site that may be impacted to provide sightlines for traffic egress. Wildlife survey to be completed with regard to protected species e.g. Bats occupying the site.</u>	<u>To be completed prior to the commencement of development.</u>
<u>Ecology Survey</u>	<u>Complete Site specific Ecology survey on Mature Tree line currently running parallel between KDA2 and existing residential estates (Leixlip Park/Wogansfield). Wildlife survey to be completed with regard to protected species e.g. Bats occupying the site.</u>	<u>To be completed prior to the commencement of development.</u>
<u>Noise Action Study</u>	<u>Complete study as per the Kildare Noise Action Plan 2013 – 2018, on the effect of motorway noise from M4 on KDA2. Physical alterations to site, changes to proposed location of residential units, sound barriers, to be completed based on study findings.</u>	<u>Study, planning changes and physical alterations to site to be completed prior to the commencement of development.</u>
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1 – 100 to be completed prior to the commencement of dwelling no. 101 in KDA2. Pro-rata provision for remainder to be completed prior to the completion of development on zoned lands in KDA2.
<u>Development Details</u>	<u>Site Densities, Site Design, 2 storey in height residential units with medium to low density at a maximum of 30 units</u>	<u>To be completed prior to Planning permission approval.</u>

	<u>per hectare. Pattern of Development and Separation distances to be reviewed and agreed with respect to Heritage buildings and Adjacent existing Residential units.</u>	
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Key Development Area 3: Easton (off Green Lane)		
Type of Infrastructure	Description	Phasing
Road Upgrade	Complete vehicular junction at Green Lane.	To be completed prior to the commencement of development.
<u>Road Upgrade</u>	<u>Complete traffic management measures such as the provision of central medians to ensure the continuous flow of traffic coming off the roundabout.</u>	<u>To be completed prior to the commencement of development.</u>
<u>Road Upgrade</u>	<u>Complete Pedestrian Crossing point a appropriate location on green lane.</u>	<u>To be completed prior to the commencement of development.</u>
<u>Pedestrian/cyclist links</u>	<u>Complete pedestrian / cycle access onto the R449</u>	<u>Prior to completion of 100 dwellings</u>
<u>Ecology Survey</u>	<u>Complete Site specific Ecology survey on existing green infrastructure to include all natural boundary hedges. Wildlife survey to be completed with regard to protected species e.g. Bats occupying the site.</u>	<u>To be completed prior to the commencement of development.</u>
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1 – 100 to be completed prior to the commencement of dwelling no. 101 in KDA3. Pro-rata provision for remainder to be completed prior to the completion of development on zoned lands in KDA3.
<u>Development Details</u>	<u>Site Densities, Site Design, 2 storey in height residential units with low density at a maximum of 30 units per hectare. Pattern of Development and Separation distances to be reviewed and agreed with respect to Adjacent existing Residential units (Glen Easton).</u>	<u>To be completed prior to Planning permission approval.</u>

Key Development Area 4: Leixlip Gate (Kilmacredock)		
Type of Infrastructure	Description	Phasing
Road Upgrade	Upgrade junction on to Green Lane.	To be completed prior to the commencement of development.
<u>Road Upgrade</u>	<u>Complete traffic management measures such as the provision of central medians to ensure the continuous flow of traffic coming off the roundabout .</u>	<u>To be completed prior to the commencement of development.</u>
<u>Road Upgrade</u>	<u>Complete Pedestrian Crossing point at appropriate location on Green Lane.</u>	<u>To be completed prior to the commencement of development.</u>

<u>Pedestrian/cyclist links</u>	<u>Complete pedestrian / cycle access onto the R449</u>	<u>Prior to completion of 100 dwellings</u>
Road Upgrade <u>Ecology Survey</u>	Improvements to Leixlip Gate <u>Complete Site specific Ecology survey on existing green infrastructure to include all natural boundary hedgerows. Wildlife survey to be completed with regard to protected species e.g. Bats occupying the site.</u>	To be completed prior to the commencement of development <u>To be completed prior to the commencement of development.</u>
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1 – 100 to be completed prior to the commencement of dwelling no. 101 in KDA3. Pro-rata provision for remainder to be completed prior to the completion of development on zoned lands in KDA3.
<u>Development Details</u>	<u>Site Densities, Site Design, 2 storey in height residential units with low density at a maximum of 30 units per hectare. Pattern of Development and Separation distances to be reviewed and agreed with respect to Adjacent existing Residential units (Glen Easton).</u>	<u>To be completed prior to Planning permission approval.</u>
<u>Noise Action Study</u>	<u>Complete study as per the Kildare Noise Action Plan 2013 – 2018, on the effect of motorway noise from M4 on KDA1. Physical alterations to site, changes to proposed location of residential units, sound barriers, to be completed based on study findings.</u>	<u>Study, planning changes and physical alterations to site to be completed prior to the commencement of development</u>

Masterplans

It is submitted that the masterplan zoning should be extended to the eastern town boundary by including the 4.1 hectares of land zoned F which allows for a range of uses such as playschool, cultural uses, school etc. Many of these uses could contribute to the overall development of Confey and should be considered within the masterplan.

It is suggested that Section 13.2.2 (Masterplans) be deleted and replaced with the following:

Undertake a Masterplan to scope out the appropriateness of the site to take large-scale housing developments prior to any re-zoning of lands. Masterplan to be a phased development strategy and to include comprehensive details on planned infrastructural changes and improvements along with a funding source and timeline for these changes. Infrastructural improvements to include but not be limited to Roads, Bridges, Community Facilities, Retail Facilities, Educational Facilities, Drinking and Waste water management. Prior to adoption, the Masterplan and the rezoning proposals to undergo Public Consultation Process.

Chief Executive's Response:

Land Use Objectives

It is considered that the zoning map for Leixlip provides for, among other uses, the zoning of land for recreation, residential, employment and educational needs of Leixlip. Provision is also made within the Confey masterplan area to provide for a primary and post-primary school. It is agreed that the

Plan should include more flexibility regarding the HP lands moving forward. It is recommended that the zoning matrix for Industrial and Warehousing be amended to for office use.

In response to the zoning of lands within 1000 metres of the Seveso site, the designation of an industry as a Seveso site does not preclude the zoning of any area of such a site. A clear protocol is followed when dealing with any development of Seveso Sites, whereby all planning applications pertaining to and developments in proximity of, Seveso sites are referred to the Health and Safety Authority (HSA) for their input and assessment. In assessing proposals, the Planning Authority must have regard to the technical advice of the HSA in relation to proposed development and proposed land use(s). Furthermore, Section 5.5, Polices ECD 21 and ECD 22 and Section 17.12 of the Kildare County Development Plan 2017-2023 set out guidance on how to assess planning application for new development and the expansion of existing development involving hazardous substances.

In relation to Confey GAA lands, these have been included within the masterplan to offer flexibility. The GAA will be a key stakeholder in the masterplan process and they will be facilitated within the area. It is envisaged that the masterplan, when completed, will include more detailed zoning within it. The masterplanning process will also address the relationship between it and the adjoining lands, including the 4.1 hectare of land zoned Open Space. No change.

The land adjacent to Knockaulin was zoned residential in the previous LAP 2010 and there is no change proposed under this plan. Access is a matter usually dealt with through the development management process. No change recommended.

Phasing

The Confey masterplan will be subject to phasing, details of which will be agreed through the consultation and statutory amendment process to the LAP. This is considered to be the most robust approach to ensure that new housing development is supported by the necessary infrastructure and facilities.

KDAs and Masterplans

The proposed changes to Sections 13.2.1 to 13.2.4 have been considered as they relate to road upgrades, noise action studies, ecology studies car parking and development details. It is considered that these matters are most appropriately considered during the development management process and the phasing of such requirements should be dealt with by conditions of permission.

It is acknowledged that the 4.1 hectares of land zoned Open Space located to the east of the Confey masterplan area has potential to integrate with the proposed new community. However, it is also important that this buffer remains between Leixlip, County Kildare and neighbouring urban areas. It is not recommended that the masterplan boundary be extended in this regard, however the masterplanning process will consider how the new residential environment will integrate with its surroundings. No change.

In response to the suggested amendments to Section 13.2.2 it is considered that objectives CSO1.3 and Section 12.2.2. of the Draft LAP adequately provide for the masterplanning process for Confey. No change.

Chief Executive's Recommendation: No change.

5 SUMMARY OF SUBMISSIONS THAT SEEK AMENDED ZONING AND CHIEF EXECUTIVE'S RESPONSE

The following is a summary of the submissions received which specifically refer to the zoning of land.

5.1 LANDS AT CONFHEY

A significant number of submissions oppose the proposed zoning of lands at Confey for reasons relating to scale of development, lack of infrastructure (including roads, services and community infrastructure), impact of traffic on the area (especially on Captain's Hill), integration of the new development with the existing community, concerns about funding, potential for additional zoning into the future and concerns about zoning land before a masterplan is prepared. The principal concern is the relationship between Confey and St. Catherine's Park and the possibility of an eastern access route through St. Catherine's Park to service these lands and the negative impact this road would have on the amenity of the park and the citizens of the area.

Chief Executive's Response:

In order to provide an adequate housing supply over the Plan period to implement the core strategy, new housing lands must be brought forward. Confey is strategically located relative to Leixlip Town Centre and Confey Rail Station and is considered to have potential to accommodate a new residential district in accordance with the principles of sustainable development.

The Chief Executive notes that Government policy seeks to increase sustainability and efficiency in urban areas through greater alignment of land use and transport. In relation to residential development, this policy seeks to increase residential densities and identify suitable development lands in areas proximate to public transport corridors. Appropriate development of rail-based sites is necessary to protect investment in public transportation at key locations and to make viable, rail-based transport provision. Investment in high quality public transport infrastructure has to be economically justifiable and this can only occur with sufficient critical mass of either existing or planned population. The proposed masterplan objective for Confey, will define how best to deliver residential development, with supporting social and physical infrastructure, without compromising the longer term development objectives that are necessary to sustain viable rail based public transport provision while at all times retaining the quality of the living environment for existing and future residents, ensuring consistency with Government policy and protecting public investment in public transport.

Focusing new development at locations proximate to high quality public transport in the interest of a sustainable pattern of urban development is a well-established planning policy principle most recently confirmed in the National Planning Policy Statement, 2015 (Principle No. 5). The prioritisation of public transport corridors/accessible locations for new development is also clearly identified in several National Planning Guidelines under s.28 of the Planning & Development Act 2000 (as amended) including the Development Plans Guidelines 2007 (s.4.12), Local Area Plans Guidelines 2013 (s.5.6) and the Sustainable Residential Development in Urban Areas Guidelines 2009 (Chapter 5). The Government's Smarter Travel: A Sustainable Transport Future (2009) policy also reiterates the need for integration of transport and land use planning (Chapter 4) with a general requirement that significant housing development in all cities and towns must have good public transport connections. The zoning strategy of the Draft Leixlip LAP with particular reference to the

lands at Confey seeks to balance national policy on the sequential zoning of land from the urban centre, the efficient use of existing high quality public transport services, the guidance set out in Circular PL 8/2016 APH 2/2016 with regard to housing delivery and ready to go sites, with government policy that seeks to maximise access to and encourage the use of public transport.

The Outline Transport Assessment Report is a high level preliminary document which looked at possible development scenarios for Confey and potential options for providing access to the lands. The key finding of the report was that proposals for the lands should be subject to more detailed traffic impact assessment i.e., an evidence based assessment when more information on the quantum of development, nature of development and the transport and road context is available. Accordingly, the preparation of the masterplan will require detailed evidence based transportation assessment which will inform the strategy for the development of this area. Similar detailed evidence based infrastructural and environmental assessments will also be required.

Chief Executive's Recommendation:

No change.

5.2 COLLINSTOWN

5.2.1 Collinstown Stud

A submission from Collinstown Stud seeks a change in the zoning status of lands located at Collinstown (total area not stated, see map below) from 'Q' Business and Technology to 'C' New Residential. It is suggested that a residential zoning would be more appropriate as it would help direct population growth to the Metropolitan towns of Maynooth, Celbridge, Leixlip and Kilcock and support the designation of Leixlip as a Primary Economic Growth Town and Large Growth Town II which are key challenges as expressed in the County Development Plan.

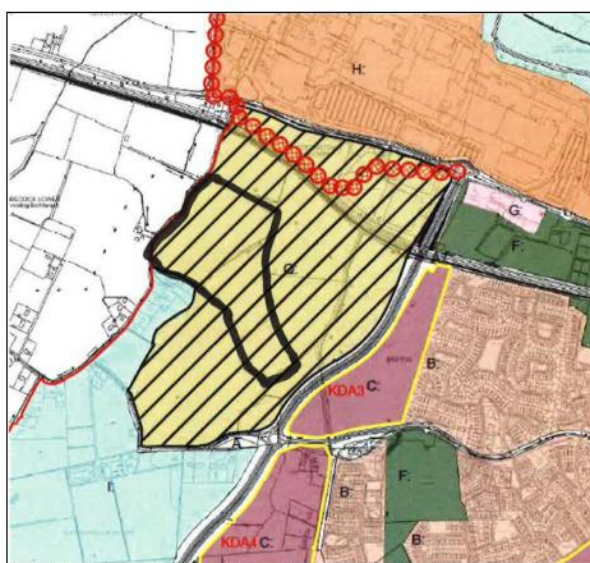


Fig No.1 Subject lands outlined in black (currently shown in draft Leixlip LAP to be zoned 'Q')

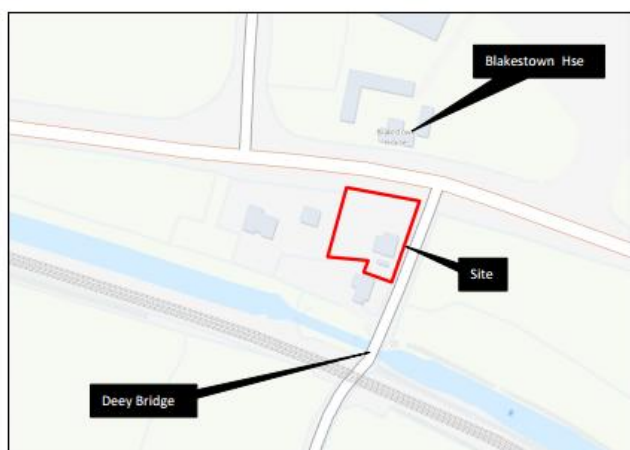
5.2.2 James and Terence Kelly, Collinstown

This submission seeks the re-zoning of 34 hectares of land at Collinstown from 'Business & Technology' to 'Residential'. The reasons put forward for this are: the business zoning may isolate the land in a commercial market; Intel and HP would unlikely have an interest to expand on these lands with little or no appetite by other multinationals; the location is convenient for residential uses off the motorway near transport nodes; the lands are well serviced with drainage pipes in situ; the lands could be developed in a timely manner for housing partially fulfilling KCC's objectives for housing; it would require less infrastructural outlay than Confey.



5.2.3 Cyril O'Brien, 'Penny Cottage'

This submission is from Cyril O'Brien and it refers to 0.1 hectares of land at 'Penny Cottage', Collinstown. It is sought to have this land included within the LAP boundary and zoned Q Business and Technology, as it was included in the Collinstown LAP 2010-2017 as 'Town Centre'. The site contains a single dwelling, which forms part of a small isolated residential cluster, and has frontage onto the R418. There is no flood risk on this site. There is a protected view to either side of Deey Bridge (Protected Structure) to the south of the site. There is no Natura 2000 site in the vicinity. The reasons put forward in support of this zoning change are: to prevent isolation of this cluster from the town/business zone; its continued use as a residence would be unviable; inclusion of the site would encourage a commercial use; road frontage on a regional road gives it a high profile; it is outside of the protected view from Deey Bridge.



5.2.4 Killross Properties Ltd.

This submission from Killross Properties Ltd. refers to 5.6 hectares of land to the south of the Dublin-Sligo rail line and west of the R449 designated as a Level 2 Town Centre in the GDA Regional Strategy and RPG's. It is suggested that two Amendments be made to the Plan as follows:

- 5.6 ha of land should be zoned 'Town Centre' or 'Mixed Use', allowing an urban quarter to include residential, employment and retail uses.
- The text of Section 12.2.2 Masterplan for Collinstown should be amended by removing reference to enterprise/employment zone and business park.



The reasons put forward for these amendments are:

1. Delivery of Housing targets: The LAP does not provide for any headroom of zoned lands which is inconsistent with Government's Guidelines on Development Plans 2007; not every hectare of zoned land can realistically be achieved during the lifetime of the plan; Confey in particular requires major infrastructural investment and masterplanning/SFRA/TIA before

any significant development can take place; given the current housing crisis the Planning Authority must ensure adequate lands + 50% are zoned and that the lands can be realistically made available in the short term; lands at Collinstown could make a significant contribution to implementing the Housing Strategy.

2. Collinstown is designated for the development of a major town centre comprising of 65,000 sqm of comparison retailing and associated retail services. Collinstown retains a 'Level 2 Metropolitan Area Major Town Centre' status in accordance with the RPG's for the GDA. The CDP notes the intention of the PA to seek the re-designation of Leixlip as a Level 3 Town Centre (Policy R12). Given that Leixlip only accommodates 5766 sqm of existing retail floor space, it is submitted that there is demand for significant retail expansion that cannot be accommodated in the existing town centre. The LAP must designate sufficient land to provide between 10,000 and 25,000 sqm of retail floor area to serve existing and planned population during the lifetime of the plan.
3. Spatial re-balancing of the Urban form: Leixlip has an unbalanced form; HP, Intel and Collinstown would coalesce into a major urban block of single land use. A masterplan for Collinstown would create a vibrant urban area.

The suggested amendments would facilitate the delivery of the RPG's housing targets and retail objectives for the region; the County Plan's Core Strategy, Retail Strategy and Housing Strategy; the Draft LAP's Strategic Vision, and the sustainable use of serviced, accessible lands.

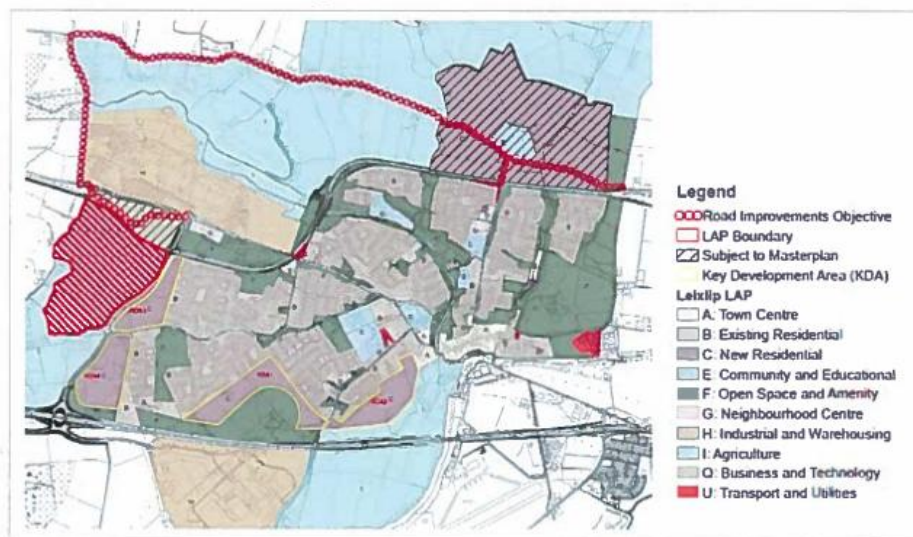
The effective removal of the Major Town Centre designation by adopting a zoning objective that rules out retail and residential development is inconsistent with the written statement, and with the Regional Planning Guidelines and the CDP. The LAP is deficient as it fails to comply with the planning hierarchy. Reference to a possible change in the retail hierarchy is premature and inappropriate.

It is suggested that the plan should be amended by adopting a Town Centre or Mixed Use zoning objective for the lands at Collinstown which allows for mixed use development compatible with a town centre, in place of the Business and Technology zoning objective.

5.2.5 Killross Properties Ltd., Maranon and Jimmy Kelly, Collinstown

It is argued that the Confey proposal is severely constrained in terms of accessibility, amenities, basic infrastructure, has flooding risk and cannot accommodate 1500 units during the current plan period as required under the Core Strategy. Collinstown lands are designated at a regional level to accommodate regional growth. It is unencumbered infrastructurally; it's proximate to sustainable modes of transport and strategically located proximate to employment modes.

Figure 1.0 Excerpt from Zoning Map of the Draft Leixlip Local Area Plan 2017-2023, with the Lands in Collinstown Shown in Red Hatching.



The suitability of these lands are demonstrated as follows:

1. Proximity and Accessibility: the Collinstown lands have better road, footpath and cycle infrastructure; Collinstown is better served by public transportation than Confey lands due to high quality pedestrian and cyclist routes on the R449 and proximity of Dublin Bus stops; Collinstown is closer to schools, childcare and sports facilities.
2. Core Strategy and the Sequential Approach: the Confey lands will not realistically be available during the plan period to accommodate necessary residential development. Sequentially the Collinstown lands are well located; the logical expansion of the town is westwards.
3. Flooding Risk: There are flood zones A and B within the Confey area; the justification test states that no other suitable alternative lands are available for residential development that have a lower risk of flooding; the Collinstown lands were not considered in this regard – Collinstown has no flood risk and is suitable for highly vulnerable development such as housing.
4. Regional Role of Leixlip: Leixlip (inc. Collinstown) is a Large Growth Town II in the RPG's; the retail hierarchy for the GDA lists it as a Level 2 Major Town Centre; the CDP designates it as a Primary Economic Growth Town; the allocation of lands at Collinstown for mixed uses, residential development and employment generating will enhance the attractiveness of Leixlip.

This submission suggested that half of the Core Strategy New Residential land is zoned in Confey. Infrastructural constraints mean that the area cannot deliver residential development within the lifetime of the plan. Collinstown represents the optimum location to accommodate this growth in line with the strategic objectives of the LAP. It is necessary to designate lands at Collinstown for future mixed use development including residential, retail and employment generating uses.

Chief Executive's Response:

As set out in Section 6.2.2 of the Draft LAP, it is an objective of the County Development Plan 2017-2023 to develop North Kildare as a centre of excellence in the knowledge based economic, with a key focus on high tech/ bio tech sectors, research and development, ICT and manufacturing. Leixlip is part of the North Kildare Economic Cluster and is designated as a Primary Economic Growth Town. Its position within the Dublin Metropolitan area is its core economic strength. In light of its highly accessible and connected edge of city location, the availability of a highly skilled workforce and supporting infrastructure and facilities, Leixlip is a globally competitive business location for new FDI and export led investment. Increasing uncertainty arising from political and economic events will mean that the potential of Leixlip needs to be carefully managed. The availability of a quantum of zoned land in Leixlip to accommodate regional scale employment development is an important step in securing its future and in ensuring that north Kildare is positioned to benefit from future investment that may arise, particularly in the wake of Brexit.

The lands at Collinstown are strategically located in North Kildare at a location which is highly accessible in the context of the strategic road and rail networks, and has the potential to facilitate a critical mass of higher grade business and technology uses at this prominent location. The lands are also well positioned within the Intel and Hewlett Packard tech cluster and close to Maynooth University. The LAP therefore promotes Collinstown for Business and Technology use.

In relation to the proposed retail designation to ensure consistency with the current Regional Retail Hierarchy, the designation of Leixlip as a Level 2 Major Town Centre/ Metropolitan Area Major Town is maintained in this LAP. However the regional retail hierarchy is to be reviewed and should this designation change, the LAP will be amended, where appropriate.

In relation to any proposal to adjust the retail designation of Collinstown from Major Town Centre to a District Centre, it is an objective of Kildare County Development Plan 2017-2023 to seek the re-designation of Leixlip as a Metropolitan Area Level 3 Centre in the new Retail Hierarchy. Should the town's retail status and the overall retail function change, the potential for a Retail Centre at Collinstown must also be reviewed to ensure the policies of the Retail Planning Guidelines to protect established town centres and follow a sequential approach to retail development are adhered to. In this regard, it is acknowledged that the future role of this strategic site at Collinstown will need to be explored in consultation with key stakeholders including landowners.

Chief Executive's Recommendation

No change.

5.3 JAMES AND MARY KELLY, KILMACREDOCK

It is requested that lands to the west of R448 adjoining the M4 (opposite KDA 4) are rezoned from agriculture to low density residential. The provision of the R 449 which was subject to a Compulsory Purchase Order has rendered this site unviable for the purposes of farming due to its fragmented size and shape.

Chief Executive's Response:

It is considered that the R449 provides an appropriate boundary to mark the transition from residential use to Business and Technology use. Lands to the west of the R449 are considered to be less suitable for housing development for their peripheral location relative to the town core and established social infrastructure.

Chief Executive's Recommendation

No change.

5.4 LEIXLIP DEMESNE

A group of submissions from residents of Wogansfield seeks an Agricultural zoning for 12.8 hectares of land at KDA 2 for the following reasons: Leixlip Castle and Demesne should be protected for its architectural and heritage value; it is the historical centre of Leixlip and should be retained for posterity not rezoned; the resulting increased traffic on the Celbridge Road will exacerbate existing problems at the junction with Maynooth Road and at the junction on Main Street and Confey Hill; pollution from Weston Airport would make it undesirable; extensive road infrastructure would be required to cope with increased traffic; educational facilities will be put under pressure; Green Infrastructure should be protected; sanitary services; public transport; services & facilities will not cope with increased house numbers.

Chief Executive's Response:

Sequentially, these lands are located in close proximity to the town centre of Leixlip and accordingly are best positioned for new residential communities. This land is in short walking distance of schools, shops and community facilities. The KDA is buffered from the Castle by a belt of mature trees and located outside the curtilage and attendant grounds of the protected structures. However, it is acknowledged that new development both adjacent to and at a distance from Protected Structure can affect its character and special interest and impact on it in a variety of ways. It is further acknowledged that the KDA is within a demesne. In this regard, the County Development Plan includes at section 12.5.1 specific policy objectives for Country Houses and Demesnes. It is considered that the policy objectives included in the County Development Plan, Draft Leixlip LAP and the design guidelines in Section 12 of the LAP will ensure a high quality of design and layout so that proposals will not unduly impact on the setting of Leixlip Castle.

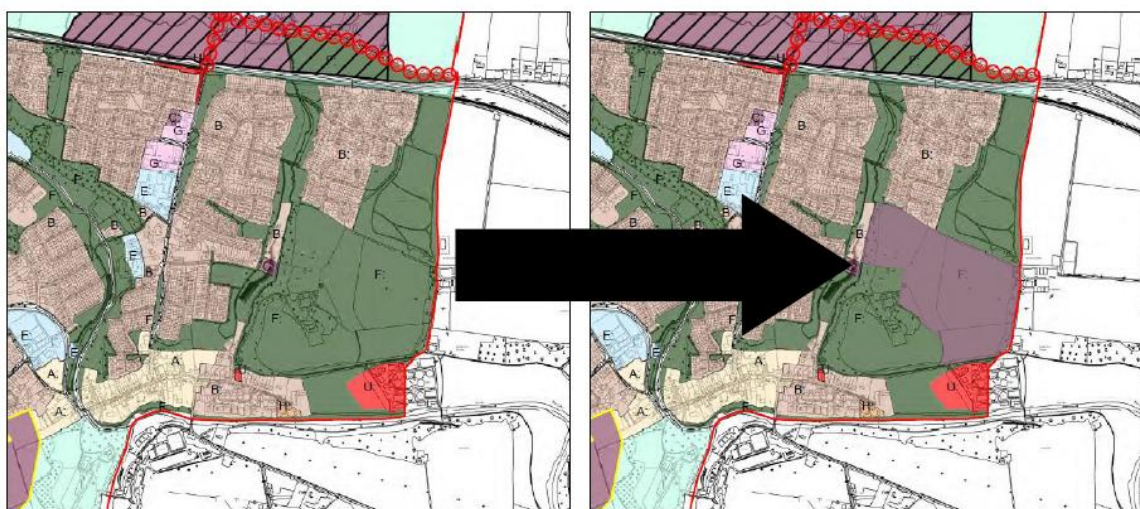
In respect of recommendations that the lands be zoned 'open space' (for use as a public park), it is noted that the Kildare Open Space Strategy 2011 highlights that Leixlip has the full complement of public open space types (within a hierarchy) from neighbourhood parks and local parks to amenity green spaces. It is further noted that the lands are in private ownership.

Chief Executive's Recommendation:

No change.

5.5 LANDS ADJACENT TO ST CATHERINE'S PARK

One submission is seeking the zoning of 17ha of land from objective F Open Space and Amenity to Residential. The lands are in private ownership, are not accessible to the public and do not perform any open space, amenity or recreational functions and is therefore not consistent with Objective F 'Open Space and Amenity'. LAP does not provide for any headroom (inconsistent with the 50% advocated by Govt in Dev Guidelines) and notes that capacity of lands at Confey is significantly constrained over the life of the LAP for the delivery of infrastructure. Submission suggests that the lands in question are sequentially preferential and are proximate to the town centre and public transport nodes.



Chief Executive's Response:

The subject lands are located in a relatively inaccessible location in an area which is dominated by amenity related uses associated with St Catherine's Park. It is considered the development potential of these lands for residential use is not appropriate at this time.

Chief Executive's Recommendation:

No change.

5.6 MISCELLANEOUS ISSUES

The following issues have been raised in the submissions which do not refer specifically to content of the Plan.

New Housing Legislation/ABP

A number of submissions raised concern regarding the implications of the Planning and Development (Housing and Residential Tenancies) Act 2016. There are concerns that An Bord Pleanála will not adhere to the Local Area Plan when considering planning applications for 100+ houses. It is also suggested that new housing legislation removes the role of the Local Authority and the right of appeal, except High Court proceedings which are unfair and unjust.

Social Media

One submission was annoyed at the lack of social media coverage for the plan and lack of posters in the Confey area.

Outline Transport Assessment

One submission indicated that this document was not available online for the full 6 weeks of the public display period.

The following issues were also raised in the submission:

- Taking In Charge: Two submissions referred to Knockaulin estate has been completed since the late 1980's and has not yet been taken in charge by the Council. It would be prudent for existing TIC applications to be completed prior to further developments in the area.
- Funding / Dev Cons: KCC should consider placing charges on developers who will make great gains from their developments in order to generate funds that would go directly to KCC, similar to the LPT, so that the KCC can begin working on the infrastructure required in conjunction with the developers working on the housing estates.
- Unauthorised Development: Unauthorised development may have taken place on lands located in the grounds of Leixlip Castle (south of Leixlip Park) during the construction of the motorway. Excess material was deposited on 18 acres of land approx. 2-9 feet in height. This is Development as described in the Planning Acts and as planning permission was never granted for this, it is unauthorised.
- Interest in land: A number of submissions suggest that Councillors should divulge any interests in land in question and any meetings held with the landowners.

Chief Executive's Response:

The Planning and Development (Housing) and Residential Tenancies Act 2016 will be effective from the 3rd of July 2017. The associated Planning and Development (Strategic Housing Development) Regulations 2017 have also been signed and come into operation on the same day. The Regulations provide for the following: there will still be a key role for the local authority in the determination process in assisting in pre-application consultation and attendance at meetings with the Board.

Notification of the Draft Leixlip Local Area Plan was published on the County Council's Facebook and Twitter accounts. The plan was published on the County Council's website and was available for viewing in the Public Library in Leixlip, as well as the County Council offices in Naas.

The Outline Transport Assessment report is a background document prepared to assist in the preparation of the Draft LAP which was available from the Planning Department throughout the process.

Issues in relation to Taking in Charge, Funding, Development Contributions and Unauthorised development are outside of the remit of a Local Area Plan.

In accordance with the Local Government Act 2001 Elected Representatives submit an Annual Declaration outlining their interests in land and other assets.

6 RECOMMENDED MATERIAL ALTERATIONS TO DRAFT LEIXLIP LOCAL AREA PLAN 2017-2023

The following are the Chief Executive's recommended Material Amendments to the Draft Leixlip Local Area Plan 2017-2023.

The recommended alterations have emerged from consideration of the submissions received and an internal review.

Recommended deletions to the Draft Local Area Plan are shown ~~in strikethrough blue~~ and recommended new text is shown *in italics red*.

For ease of reference, the recommended material alterations are set out in the order they will appear in the plan, i.e. Chapter 1 – Chapter 13.

Chapters 1-5

No Amendments.

Chapter 6 Enterprise, Economic Development & Tourism

Proposed Alteration No. 1: Amend Section 6.2.1 'Supporting Existing Business' as follows:

Leixlip is home to two of the largest employers in the county, Intel and Hewlett Packard. These multinational industries have long established relationships with Leixlip and have made significant investments in the development of their respective campuses at Collinstown and Barnhall. Collectively these two sites account for approximately 152 ha of industrial and warehouse zoned land in Leixlip.

Both companies engage in continuous estate management including reconfiguration and repurposing of existing buildings on site, upgrading of site infrastructure and new build if/as required. This LAP supports the on-going operations of these significant industries and also supports further appropriate levels of *development and reconfiguration expansion* at the Intel and Hewlett Packard business campuses. *The Council will work with local and national agencies to seek to ensure the HP campus remains an integral employment hub for Leixlip.* All proposals will be required to take full account of the sensitivities of the receiving environment including European designated sites' conservation objectives and Intel's designation as a Seveso site.

Proposed Alteration No. 2: Amend EDTO3.1 as follows:

To identify opportunities to improve the tourist product in Leixlip, *including an information/tourist office*, and to co-operate with the appropriate statutory agencies, private tourism sector and community groups.

Proposed Alteration No. 3: Amend EDTO3.9 as follows:

To promote The Wonderful Barn as an integrated tourism and amenity destination with complementary commercial uses (see Section 9 also) *to be informed by a detailed conservation and management plan.*

Chapter 7 Housing & Community

Proposed Alteration No. 4: Amend Section 7.1.1 Demographic Profile

The Census in 2011 recorded a population of 15,452 persons for Leixlip. Preliminary results for the 2016 Census (as issued in July 2016) recorded a population increase of 5.6% in the county as a whole, and a decrease in the Leixlip Electoral Division of ~~-3%~~ *-0.3%*

Proposed Alteration No. 5: Amend Section 7.7 of the Plan as follows:

7.7 Other Community, Sports, *Cultural* and Recreation Facilities

Policy HC4: It is the policy of the Council to facilitate and support a broad range of community, *cultural* and recreational facilities to serve the needs of the residents of the LAP area.

HCO4.3: To support and promote the development of cultural, arts and performance spaces in Leixlip.

Chapter 8 Movement & Transport

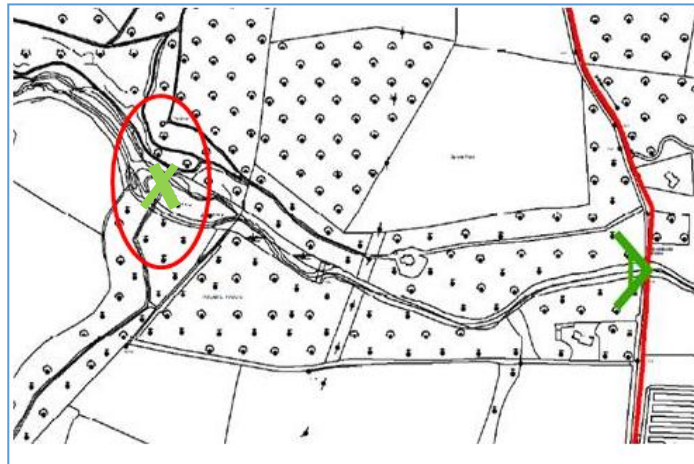
Proposed Alteration No. 6: To include a new Roads objective:

To investigate the feasibility of a new link road from the Celbridge Road (R404) to the south of the M4 connecting to the M4 Leixlip/Celbridge Interchange in consultation with TII, NTA and other stakeholders. A feasibility study shall be subject to a Traffic Impact Assessment.

Chapter 10 Built Heritage and Archaeology

Proposed Alteration No. 7: Amend Map 2 'Built Heritage and Archaeology Map' by including the following View from the County Development Plan 2017-2023:

View of Rye Water from Black Bridge at Blakestown (Ref RW1 in CDP)



Chapter 11 Natural Heritage, Green Infrastructure & Strategic Open Spaces

Proposed Alteration No. 8:

Amend Figure 11.3 'Open Space in Leixlip' to include lands zoned Open Space located east of Confey Masterplan area north of the canal/railway line to reflect Zoning Map (Revised map to follow).



Chapter 12 Key Development Areas / Masterplan Areas

Proposed Alteration No. 9: Amend Section 12.1.1 KDA1 The Wonderful Barn

<p>Vision</p> <p>The extension of the urban area of Leixlip through new residential development and open space and amenity, with a high quality permeable urban form, which provides links to and protects the cultural heritage of The Wonderful Barn.</p>
<p>Connectivity/ Movement</p> <p>Access to the development area will be via an improved access point on the Celbridge Road which will also provide vehicular, cycle and pedestrian access / links to The Wonderful Barn. Achieve pedestrian and cyclist permeability throughout. Design all roads and streets in accordance with the Design Manual for Urban Roads and Streets (DMURS). <i>Planning applications for significant development on these lands shall be accompanied by a Traffic Impact Assessment that takes into consideration the development potential of KDA 2.</i></p>
<p>Built Form</p> <p>Create a legible development with a sense of place which understands the cultural heritage of the surrounding area and has regard to the residential amenity of the existing dwellings to the north, west and east of the development area. Provide for buildings of 2 storey in height (limited to an overall height of approximately 8m) This site will accommodate medium to low-density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high and it is determined that it would not impact unduly on the setting of The Wonderful Barn, a maximum density of 35 units per hectare may be achievable. <i>Apartments and flat roof houses would not be appropriate in this area.</i> Respect a zone of protection around The Wonderful Barn. Public open space should reflect existing spaces in adjoining developments, enhancing the visual amenity, with the possibility of merging in the future.</p>
<p>Landscape and Spaces</p> <p>Building layouts will have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. <i>Provide for minimum 15% quality open space within the residential lands.</i> Retain natural heritage and <i>existing</i> green infrastructure features through incorporation into areas of open space and boundaries of residential development.</p>

Proposed Alteration No. 10: Amend Section 12.1.2 Celbridge Road (East) as follows:

<p>Vision</p> <p>To consolidate the urban area of Leixlip through new residential development delivering connectivity to the town centre.</p>
<p>Connectivity/ Movement</p> <p>Vehicular access to the development area will be via an improved access point on the Celbridge Road. Achieve pedestrian and cyclist permeability throughout the development area with the potential for linkages to Pound Street to be investigated (level differences are problematic) Design all roads and streets in accordance with the Design Manual for Urban Roads and Streets (DMURS). <i>Planning applications for significant development on these lands shall be accompanied by a Traffic Impact Assessment that takes into consideration the development potential of KDA 1.</i></p>
<p>Built Form</p> <p>Create a legible development with a sense of place which understands the cultural heritage of the surrounding area. Have regard to residential amenity of existing dwellings at the perimeter, Buildings 2</p>

– 3 storey height with transition in scale from existing residential development.

This site will accommodate medium to low-density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable, subject to also minimising impact on Leixlip Castle.

The boundary wall of Leixlip Castle should be retained and incorporated into future development proposals. Sections of the wall may need to be removed to facilitate vehicular and pedestrian access including along Celbridge Road and should be designed to minimise impact.

Landscape and Spaces

Building layouts will have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. *Provide for minimum 15% quality open space within the residential lands.* Retain natural heritage and *existing* green infrastructure features through incorporation into areas of open space and boundaries of residential development.

Proposed Alteration No. 11: Amend Section 12.1.3 Easton (off Green Lane) as follows:

<p>Vision</p> <p>The extension of the urban area of Leixlip through new residential development and open space and amenity, with a high quality permeable urban form and creating a built edge to the R449.</p>
<p>Connectivity/ Movement</p> <p>Access to the site will be via an improved access point on Green Lane. Achieve vehicular, pedestrian and cyclist permeability throughout the development area and pedestrian and cyclist access to the R449 to the west. <i>Planning applications for significant development on these lands shall be accompanied by a Traffic Impact Assessment that takes into consideration the development potential of KDA 4.</i></p>
<p>Built Form</p> <p>This site will accommodate medium to low-density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable. Layout to have regard to the overhead transmission cables traversing the area and the clearance distances recommended by the ESB (ref. Section 17.11.2 of the Kildare County Development Plan 2017 – 2023). Have regard to residential amenity of existing dwellings to the east- buildings to be 2 storeys in height along this perimeter. High quality development form at the roundabout junction of the R449 and Green Lane should announce the town. Buildings 3- 4 storeys may be provided at the roundabout junction of the R449 and Green Lane along the perimeter with R449. Provide passive surveillance of roads and open spaces. Buildings shall maintain an appropriate set back from the roundabout at the R449 and Green Lane.</p>
<p>Landscape and Spaces</p> <p><i>Provide for minimum 15% quality open space within the residential lands.</i> Retain natural heritage and <i>existing</i> green infrastructure features through incorporation into <i>areas of open space and</i> boundaries of residential development. Incorporate natural heritage and green infrastructure features in addressing flood risk and preparation of SuDs Strategy.</p>

Proposed Alteration No. 12: Amend Section 12.1.4 (Leixlip Gate (Kilmacredock)) as follows:

<p>Vision</p> <p>The consolidation of the urban area of Leixlip through new residential development and open space and amenity, with a high quality permeable urban form and creating a built up edge along the R449.</p>
<p>Connectivity/ Movement</p> <p>Access to the site will be via Leixlip Gate and onto Green Lane. Achieve vehicular, pedestrian and cyclist permeability throughout the development area and pedestrian/cyclists access to the R449 to the west. <i>Planning applications for significant development on these lands shall be accompanied by a Traffic Impact Assessment that takes into consideration the development potential of KDA 3.</i></p>
<p>Built Form</p> <p>This site will accommodate medium to low-density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable. Layout to have regard to the residential amenity of existing dwellings, buildings to be 2 storeys in height along perimeter with existing dwellings. High quality development form along the R449 should announce the town and buildings 3-4 storeys may be provided at the roundabout junction of the R449 and Green Lane. Provide passive surveillance of roads and open spaces. The entrance gate is a Protected Structure (Ref. B11-59) and leads to a tree lined avenue, formerly part of Castletown Demesne. Proposals should seek to minimise impact on the Protected Structure and avenue. Buildings shall maintain an appropriate set back from the roundabout at the R449 and Green Lane.</p>
<p>Landscape and Spaces</p> <p><i>Provide for minimum 15% quality open space within the residential lands.</i> Retain natural heritage and <i>existing</i> green infrastructure features through incorporation into <i>areas of open space and</i> boundaries of residential development. Incorporate natural heritage and green infrastructure features in addressing flood risk and preparation of SuDs Strategy. Use landscaping to create buffer from R449 and M4.</p>

Proposed Alteration No. 13: Amend Section 12.2.1 Collinstown as follows:

The masterplan.... should address the following:

- *The requirements of the Spatial Planning and National Roads Guidelines for Planning Authorities (DECLG, 2012).*

Proposed Alteration No. 14: To amend Section 12.2.2 Confey of the plan as follows:

This is a green field area to the north of Leixlip with little or no existing development. In order to achieve the vision of a new residential and community district for the area in a coherent and planned manner the timely delivery of critical supporting infrastructure is required. Accordingly, the approach will be to front-load critical infrastructure in the early stages of the development. The masterplan will therefore be required to:

- Set out a detailed transportation and infrastructure strategy for the development *of the area* as a whole. This strategy will be informed by a detailed traffic assessment to ascertain the extent of development that could be supported by particular upgrading works to the transportation network and will take account of the proposal to electrify the rail line *and car parking provision for Confey Train Station.*

- Include phasing proposals and an implementation strategy for the overall co-ordination of the development of the lands to be informed by the roads and infrastructure strategy.
- Have regard to Sustainable Residential Development in Urban Areas (2009), its companion Urban Design Manual and the Design Manual for Urban Roads and Streets (2013).
- Include an appropriate level of community infrastructure to support development including a site for a primary school, *a post primary school* and community centre.
- Include an appropriate level of public open space to support development including a public park of district scale.

A site specific Flood Risk Assessment will also be required for the masterplan area to inform the overall design approach. *Public consultation with the community, stakeholders and statutory authorities will be carried out as part of the Statutory Amendment process for the Confey Masterplan.*

Chapter 13 Implementation

Proposed Alteration No. 15: Amend Table 13-3 Land Use Zoning Matrix as follows:

Land Use	A – Town Centre	B - Existing Residential & Infill	C – New Residential	E – Community & Educational	F – Open Space & Amenities	N Neighbourhood Centre	H - Industrial &W/housing	I - Agriculture	Q – Business & Technology	U -Public Utilities
Offices	Y	O ⁴	O	O	N	O	Y	N	O	N

⁴ Proposals of this nature shall be restricted to circa 100sqm.

Screening for Strategic Environmental Assessment and Appropriate Assessment

The proposed Material Alterations have been provisionally screened with regard to Strategic Environmental Assessment and Appropriate Assessment. It was concluded that the proposed alterations are unlikely to have significant impacts, or will have positive impacts, in terms of SEA and AA. Formal screening will be carried out to determine if a Strategic Environmental Assessment (SEA) or Appropriate Assessment (AA) or both are required for any of the Material Alterations, once agreed by elected members.

PART II
SUMMARY OF SUBMISSIONS



Sub. No.	Name	Summary of Issues Raised
1	Dept. Housing, Planning, Community & Local Government	<ul style="list-style-type: none">- The Department considers the Draft LAP to be a comprehensive framework for the proper planning and sustainable development of Leixlip and for the planned future growth of housing, community and economic development in the town.- Section 13.2 of the Draft LAP : The Department recommends that the proposed phasing arrangements provide for an appropriate wording which ensures both the provision of necessary infrastructure and the timely delivery of new housing in tandem e.g. that the identified infrastructure is delivered prior to sale/occupation of housing development or alternatively commencement of housing development could be prohibited until infrastructure development is commenced/on site with a clear contracted timescale for completion.- Employment Zoning at Collinstown: The Department recommends that an additional objective be included in the LAP to ensure the masterplanning/development of the employment lands at Collinstown is informed by the future study on employment zoning in North Kildare, as per Objective EO16 of the Draft Kildare CDP, and in particular the appropriate phasing of development.- The Department advises that the planning authority should have regard to submissions from other Prescribed Bodies and that the Draft LAP is fully compliant with its obligations under planning legislation.
2	Department of Education & Skills	<ul style="list-style-type: none">- The Department acknowledges that it has worked closely with the Council in relation to securing sites for educational infrastructure and will continue to work closely with the Council in relation to the provision of new schools and the development of existing schools.- In identifying suitably located lands the Department asks the Council to refer to guidance documents (namely ‘Development Plans: Guidelines for Planning Authorities, Appendix F (DEHLG, 2007) and Department of Education and Skills Technical Guidance Documents for primary schools and for post-primary schools’). Any sites being reserved for school provision should be made as close as possible to community facilities such as sports facilities, libraries, etc. so that these can be shared between the school and the community.- The Department calculated that the housing numbers proposed may result in a population growth of 9,116. If this was realised, sufficient lands should be reserved to accommodate two primary schools (2 x 4 acre sites) and one post-primary school (1 x 12 acre site).- There has been a decrease in enrolments in 5 primary schools and both of the post-primary schools serving the Leixlip area since 2014. There is existing capacity within the primary schools for c. 150 children and in the post-primary level for approx. 40 additional student places. Section 7.6 and table 7.3 of the Plan should reflect this.- The Department refers to the Programme of Capital Investment in schools which was published on 17th November 2016.- Demographic changes in the Leixlip area will be monitored on an ongoing basis. Further educational requirements may arise over the lifetime of the Development Plan. It is important to ensure that sufficient land is zoned for future educational use.



Sub. No.	Name	Summary of Issues Raised
3	Transport Infrastructure Ireland	<ul style="list-style-type: none">- The M/N4 route is a highly important national road, identified as a Strategic Radial Corridor in the National Spatial Strategy. Policies in the plan should allow the network of national roads perform a strategic role in providing better access. The LAP should reference the national policy Smarter Travel and the provisions of the Spatial Planning and National Roads Guidelines for Planning Authorities and to the critical need to safeguard the strategic function of the national road network in the area. It is recommended that this requirement be reflected in the LAP prior to adoption.- TII acknowledges the Core Strategy Objective to facilitate sustainable intensification in the town centre and in established residential areas and welcome this approach to consolidation of the existing built up areas.- It is noted that KDA 3, KDA4 and Collinstown are proposed adjacent to the R449 which is a primary link between the town and the M4 Junction 6. It is recommended that developments in KDA 3 and KDA 4 are subject to Traffic and Transport Assessment which should consider both the individual and cumulative impact of planned development in the area on the strategic road network. This requirement should be included in the KDA Objectives in the LAP.- Section 12.2.1 and 12.2.2 of the Draft LAP do not refer to statutory consultation with stakeholders in relation to masterplans for Confey and Collinstown. TII should be consulted as a key stakeholder, in accordance with the provisions of the Spatial Planning and National Roads Guidelines. Guidelines also recommend that non-statutory documents be incorporated into the local area plan by way of variation where possible.- An evidence based strategic transport assessment should be undertaken to support development proposals and phasing in Collinstown and Confey in any future masterplan. The TII expresses a particular interest in Collinstown. The requirements of the Spatial Planning and National Roads Guidelines should be adhered to in this regard.- Objective MTO1.10 outlines proposals for an overpass of the M4 to link The Wonderful Barn to Castletown Demesne. TII may not be responsible for financing such projects. Such projects should be developed by the Council to complement the strategic function of the national road network and should not undermine or compromise this function. Consultation with TII in this regard is welcomed.- In general terms, the Authority recommends that consideration is given to including the specific objectives relating to Road Safety Audit, Environmental Noise requirements and Signage etc. where there may be implications for the strategic national road network.
4	Environmental Protection Agency (EPA)	<ul style="list-style-type: none">- The Environmental Protection Agency (EPA) acknowledges that the plan takes into account environmental consideration including the protection / enhancement of green infrastructure, protection of designated sites and protected species etc. and notes a number of relevant policy objectives and commitments in the Draft LAP. It also makes the following recommendations:- <u>Section 1.5</u>: Consider including a commitment to integrate relevant aspects of the key influential plans which are currently being prepared (such as National Planning Framework, Regional Spatial and Economic Strategies, etc.).



Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- <u>Chapter 4</u>: The requirements of SEA, Habitats, Water Framework and Floods Directives should be taken into account in preparing masterplans for the key development areas. For the sake of clarity the EPA recommends summarising the key recommendations of the SEA, Habitats, Water Framework and Floods Directives in section 4.2.- <u>Chapter 5</u>: It is recommended that the plan ensures that the EIA, Water Framework and Habitats directives are integrated into the proposed public realm improvements. Disturbance to designated habitats and protected species should also be taken into account.- <u>Chapter 6</u>: It is recommended that the vision of the chapter read ‘To promote, support and enable sustainable economic development and employment generation.’ It is also recommended that Objective EDTO1.3 clarifies that the requirements of the EIA, Water Framework, and Floods directives will be considered and complied with. It is further recommended that Objectives EDTO3.1 and EDTO3.3 refer to the need for sustainable tourism to be promoted. While the EPA acknowledges Objective EDTO3.6 it recommends that the LAP consider biosecurity to minimise the spread of aquatic invasive alien species.- <u>Chapter 8</u>: It is recommended that Policy MT1 is amended to read ‘it is the policy of the council to provide improved connectivity ‘<i>at appropriate locations</i>’, across the River Rye, Royal Canal and railway...’- It is recommended that Objective MTO1.4 is amended and that an AA and other ecological assessment be undertaken.- It highlights that the requirements of the EIA, Water Framework, Habitats and Floods Directives will be considered as relevant and where appropriate for all proposed transport developments. This should be included in Objective MTO3.6.- Consider supporting the rollout of electric vehicle charging points. TTAS have prepared a Draft National Policy Framework for Alternative Fuels Infrastructure for the Transport Sector. Acknowledge this plan is being prepared and supporting implementation of the relevant aspects where appropriate- <u>Chapter 9</u>: Section 9.2: make reference to the second cycle of River Basin Management Plans (RBMP) currently being prepared and associated governance changes that have been established. The EPA recommends including a commitment to integrate aspects of the RBMP into the LAP and describe the new governance and implementation aspects to protect and maintain water quality within the LAP area.- <u>Chapter 11</u>: Other relevant European Directives should also be referred to (EIA, WFD and Floods). <p><u>SEA</u>: The EPA had the following comments about the SEA which accompanied the Draft LAP:</p> <ol style="list-style-type: none">1. Biodiversity: The SEA ER should consider describing whether invasive species are present within the Plan area.2. With regards to water quality, the EPA refers to the EPA’s www.catchments.ie website which provides information and maps on the water quality status under the Water Framework Directive. The EPA recommends that the SEA ER should provide additional information in relation to the



Sub. No.	Name	Summary of Issues Raised
		<p>pressures affecting water quality within the Plan area, and how the Plan proposes to address these.</p> <ol style="list-style-type: none">3. The EPA notes that the OPW has identified Leixlip as an AFA, where flood alleviation measures/options are proposed.4. It is recommended that the reference to the EPA's Air Quality in Ireland 2011 report should be updated to reflect the most recent EPA air quality report for 2015. Additionally, references is made to the Agency's previous submission at SEA Scoping Stage that included a list of updated reports/resources relating to air quality, water quality, drinking water, waste water etc and which should be reflected in the SEA ER, as appropriate and relevant to the Plan area.5. For Objective B1 (Biodiversity related), the associated Draft Target first bullet point could be amended as follows "Promote siting of new development on non-sensitive sites".6. In addition, an additional SEA Indicator could include "the condition of the designated site".7. For Objective A1 (Air, Noise and Climate Related), the EPA considers it may be useful to consider splitting this into two separate objectives, one for air quality and another for climate change adaptation / mitigation.8. With regards to material assets, the EPA considers there is merit in providing indicators / targets for additional aspects such as the status of wastewater, drinking water and transport infrastructure.9. In Section 4.2.7 Water Framework Directive, the EPA recommends that the SEA should include a reference to the second cycle of river basins management planning currently underway and noting that the Shellfish and Freshwater Fish Directives have been repealed.10. The EPA recommends including a summary paragraph in Section 4.2.1 National Spatial Strategy 2002-2020, relating to the National Planning Framework, which is currently being prepared by the DHPCLG as a replacement for the National Spatial Strategy.11. While the Agency notes the inclusion of Section 4.2.3 Delivering Homes, Sustaining Communities (2007), it considers that the relationship with the new Governmental housing strategy 'Rebuilding Ireland' should also be considered.12. The EPA refers it its previous submission at the SEA Scoping stage, which contained a list of possibly key influential plans/programmes that should be also taken into account.13. The EPA notes the alternatives considered in the SEA ER, and recommends that additional information be provided in terms of how the potential for cumulative effects in particular, has been taken into account in the SEA process.14. In paragraph two of Section 1.5 Screening for Appropriate Assessment, the EPA recommends reviewing the Site Code referred to for the Rye Water Valley / Carton Special Area of Conservation, which appears to be incorrect.15. The EPA welcomes that the mitigation measures recommended in the SEA ER, in terms of changes to the wording of policies and objectives, have been reflected in the Plan and acknowledges the many objectives and policies which have been provided to protect and manage environmental



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		sensitivities / vulnerabilities.
5	Southern Regional Assembly	The Southern Regional Assembly has no comments in relation to the Draft Leixlip Local Area Plan 2017-2023.
6	National Transport Authority	<ul style="list-style-type: none">- The NTA is satisfied that the Draft Local Area Plan is consistent with the Transport Strategy for the Greater Dublin Area, as required under Section 19(2A) of the Planning and Development Act (as amended).- The Authority is supportive of those policies and objectives contained within the plan which seeks to promote public transport, walking and cycling as modes of travel for all trip purposes and which relate to the provision of public transport infrastructure, cycle and pedestrian facilities and enhanced permeability.
7	Irish Water	<p>The submission from Irish Water (IW) notes the housing growth and target population for the town, including the identification of 50 hectares of undeveloped residentially zoned land located adjacent to established residential areas (in the KDAs) and the 80 hectares of land at Confey. In relation to waste water services, IW advises:</p> <ul style="list-style-type: none">- The preparation of a Drainage Area Plan (DAP) for Leixlip will begin in early 2017 which will identify solutions to provide capacity for future residential development and meet environmental compliance requirements. This is to be completed by 2019.- IW has plans to upgrade the Pumping Station in 2017 which will facilitate the delivery of 300 units in KDA3.- IW are investigating options to provide additional capacity of up to 8,000 p.e in the trunk sewers in the Lower Liffey Valley Regional Sewerage Scheme catchment, of which Leixlip is included, by 2019. <p>In relation to the water distribution network the submission notes that Leixlip is working above its design capacity therefore any additional development within Leixlip will require local network upgrades. Strategic trunk mains should be able to accommodate additional loading.</p> <ul style="list-style-type: none">- In relation to the lands at Confey Irish Water advises that they are not serviced and servicing of these lands is currently not identified in IW's Investment Plans- The submission includes a list of appropriate objectives / policies for water services in development plans.
8	An Taisce	<ul style="list-style-type: none">- <u>Strategic Planning & Zoning:</u> An Taisce acknowledges that it is a mandatory requirement for the local area plan to be consistent with Regional Planning Guidelines and the National Spatial Strategy. Reference is made in particular to Box 5.2 of the National Spatial Strategy which outlines an



Sub. No.	Name	Summary of Issues Raised
		<p>evaluation framework for housing location in urban areas. In this context, concern is expressed regarding zoning at Confey and infrastructural capacity to provide for access and large increases in traffic.</p> <ul style="list-style-type: none">- <u>Confey</u>: An Taisce is concerned about the impact of the residential zoning at Confey in terms of traffic through Leixlip and infrastructure requirements to accommodate large scale development, in particular access and traffic congestion at Cope Bridge and Captain’s Hill. The Outline Transport Assessment prepared by RPS Group Limited concludes that to service 2000 units at Confey would require the construction of a road bypassing Leixlip town centre. An Taisce submits that the construction of a road through St. Catherine’s Park would raise serious ecological and health concerns.- The LAP identifies St. Catherine’s Park as (i) A community facility, (ii) a key local biodiversity area, and (iii) a key green infrastructure area. The park also includes a Slí na Sláinte walking route. The importance of the park for the community, human health and biodiversity must be acknowledged. Any zoning proposal which would necessitate a road being constructed through the park should be reconsidered.- Air quality will be affected by additional traffic generation, which in turn impacts negatively on human health. The planning system plays an important role in improving air quality and reducing exposure to air pollution.- Green Infrastructure can have multiple benefits provided its ecosystems are in a healthy condition. St. Catherine’s Park is identified in the LAP as a key infrastructure area with woodland and mature trees. The construction of a road through this park would be contrary to policies and objectives in the CDP and the draft LAP and would undermine the health benefits and biodiversity value associated with the park in its current condition.- Landscape fragmentation caused by transportation infrastructure has a number of ecological effects on biodiversity and habitats. Any zoning proposal which would necessitate a road being constructed through important local biodiversity areas and increase landscape fragmentation would need to be properly assessed.- <u>Housing Growth</u>: The zoning of land for housing at Confey is premature. Alternative lands should be considered for residential development that would support Leixlip’s housing target in a sustainable manner. The plan must also consider the impact of additional growth on physical and social infrastructure and be able to provide additional services to provide for envisaged population.- <u>Energy and Climate Change</u>: One of the LAP’s strategic aims should involve mitigating emissions as well as adapting our natural and built systems to reduce the negative impacts of climate change to comply with the Planning and Development Acts (Section 7) and Climate Action and Low Carbon Development Act 2015 (Section 15). The LAP needs to contain clear policies and objectives to reduce GHG emissions and promote sustainable transport through the establishment of compact, walkable settlements that are well served by public transport and cycle routes.- <u>Residential Development and Design</u>: New developments should be based on reducing car dependency, which is key to creating more sustainable urban areas and improved quality of life. The LAP should include specific policies pertaining to the design and layout of new residential



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		<p>development, focusing on permeability, favouring walking and cycling.</p> <ul style="list-style-type: none">- <u>Conclusion:</u> The Planning Authority should be mindful of the importance of Green Infrastructure and its economic, social and environmental benefits.
9	Frank O'Rourke, TD and Cllr. Michael Coleman	<ul style="list-style-type: none">- KDA2 Celbridge Road East is part of Leixlip Castle Demesne and its development would result in an adverse visual impact which would be out of character with the area.- Each KDA should require a minimum of 15% open space in relation to 'landscapes and spaces'.- There should be an objective in the plan to support and facilitate the provision of a swimming pool for the residents of Leixlip.
10	Catherine Murphy TD & Cllr. Anthony Larkin	<ul style="list-style-type: none">- The Kildare Plan seems to grossly overstate the housing need in Leixlip. The target population for Kildare should be amended by an Amendment to the County Development Plan.- KDA 1: The Wonderful Barn has the potential to be developed as a visitor centre/community use with public parking and other facilities, the location of which needs to be identified in the plan. The plan should contain an objective to develop a conservation and management plan for the entire site.- KDA1: House types, finishes, heights, densities and setback distances will all be important, in addition to the relationships between new development, the Barn itself, Castletown House and neighbouring estates. Access onto Celbridge Road must be considered in the context of the town and KDA2. Galvin's Cross is at saturation point at peak times with traffic. Pedestrian traffic must be catered for.- The Celbridge Road already provides access to many housing estates, schools, employment etc. In addition to KDA 1 and KDA 2 all this needs to be collectively considered in advance rather than at planning application stage.- KDA 2 should be excluded. Leixlip Castle and Demesne are protected structures. Developing this land for housing contravenes many policies and objectives of the plan. Traffic on the Celbridge Road from this and KDA 1 will expose the inadequate capacity of the road. The pedestrian access via Pound Street will be difficult to achieve. Additional traffic movements will pose a risk to pedestrians.- It is stated that KDA3 can deliver 360-420 houses. Planning permission has been granted for 195 houses on part of this site. It is difficult to see that the balance can be delivered on the remaining piece of land with the impediment of large pylons. The density of the remaining part needs to be specified.- KDA4: The existing entrance is not well sighted; Easton Road is already busy; entrances from KDA 3 and 4 in close proximity to the R449 will raise safety issues; it will be difficult develop here as a mature low density housing development is in the middle of the site.- Collinstown: The previous LAP for this area has been disregarded. Positive elements such as a new centre, theatre, cinema, etc. are not catered fore anywhere in the LAP which is disappointing. It is unfortunate the new Retail Strategy did not precede this plan.



Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- Car parking must be provided in the town centre urgently.- A swimming pool on the site of Leixlip Amenities Centre should be included. Sporting Clubs must be evaluated for capacity. An Arts venue should be identified in the plan to reflect the vibrant performing arts community in Leixlip. A cinema should be designated in Collinstown.- The mast on the ESB building Min Street dominates the skyline and should be relocated.- The pedestrian link between The Wonderful Barn and Castletown House should be re-established.- New public transport services will be needed for population increase. A bus connection between Celbridge and Leixlip would be beneficial. The rail service is at capacity already.- New developments must consider bus based public transport. The plan should contain a policy/objective in this regard.- The NTA should conduct an origin and destination survey to assess current and future needs.- The cycle routes identified on the transport map is noted. The Royal Canal greenway is welcomed. Bridges/new connections proposed within existing housing estates will require further consultation with residents.- Promoting cycling and walking is laudible. Bicycle parking and other facilities will be required to make this more attractive as a mode of transport. A policy/objective should be included in this regard.- The plan should contain a positive statement about the importance of St. Catherine’s Park, including its enhancement, and that it will be kept free from new road developments. A commitment to interact with Fingal and South Dublin Councils to remove the ‘indicative line’ needs to happen.- It needs to be made clear that a full consultation process will be implemented following the completion of the masterplan and in advance of any variation to the LAP.
11	James Lawless TD	<ul style="list-style-type: none">- Objective MTO2.2 is welcomed, to facilitate the delivery of electrification and upgrading of the Dublin-Sligo rail line from Connolly to Maynooth, including upgrading of Cope Bridge.- KCC should promote the provision of improved public transport services into and surrounding Leixlip. In particular, Glen Easton which to date has not received adequate transport connectivity into the surrounding areas.- Improving cycling and its benefits should be a priority for the Council. KCC should liaise with the NTA to implement the North Kildare Cycleway (Dublin – Galway).- The policy in the plan to require a Traffic Impact Assessment for all major developments should be given highest priority.- A focus should be given to prioritise the development of Confey as a new residential and community district. A detailed traffic assessment must be carried out so that all future development would be supported by upgrading works to the Leixlip transportation network. The masterplan for Confey should be comprehensive and detail the total number of houses planned, density, infrastructural plans, adherence to high quality, provision



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		<p>of open space etc. All relevant stakeholders, especially local residents and groups, should be able to have their say and benefit from its advancement.</p> <ul style="list-style-type: none">- St. Catherine's Park should not be interfered with. It is a key asset to the people of Leixlip and surrounding areas.- The Wonderful Barn should be treated with historical respect and the parklands enhanced and used for the benefit of the entire community of Leixlip.
12	Cllr. Joe Neville	<ul style="list-style-type: none">- The plan gives a view of perceived opportunities for the future. It is agreed that the town centre needs to be developed, utilizing the Liffey and Rye.- The changing nature of population in the town must be fleshed out and their needs identified.- When zoning land we must be sure that requisite facilities are also delivered for a sustainable community to develop.- Confey: This could have significant consequences for the rest of the town. Without a detailed masterplan, this requires a 'leap of faith' for the Councillors. Decisions cannot be made on this basis, in the absence of details regarding delivery of infrastructure. Integration could be problematic.- St. Catherine's Park: The LAP should expressly contain an objective that the road will not go ahead through the park. The impact on the local community from pollution, loss of pitches and amenity would be incalculable.- KDA 2: Leixlip Castle and Demesne are listed for protection under the CDP. There are concerns regarding the effects new development will have on this historical site. There are limitations with the road infrastructure as the Celbridge Road is already heavily trafficked.- There must be a proper car park for Confey Train Station.- River Forest needs urgent and specific attention for traffic calming.- Recycling facilities are needed and provision should be made in the plan for this. There is an opportunity to provide a facility for north east Kildare here, proximate to Celbridge and Maynooth.- Stronger reference needs to be made to the need for a swimming pool at Leixlip Amenities Centre.- Ralph's Square and the Boardwalk/Boathouse should be upgraded to make it more desirable from a public and business perspective.- The intersection from Leixlip to Clonee/Laraghcon is extremely dangerous and must be made safer before considering 2000 more houses in the vicinity.- The Arts should be mentioned in the plan, with a clear intention to develop a theatre.- There is a serious ongoing problem with odours in the village. This reflects the importance of proper infrastructure and quality of life for residents.
13	Cllr. Sorcha O' Neill	This submission opposes any development that would promote or rely on building a road through any part of St. Catherine's Park linking the M3 to the M4.

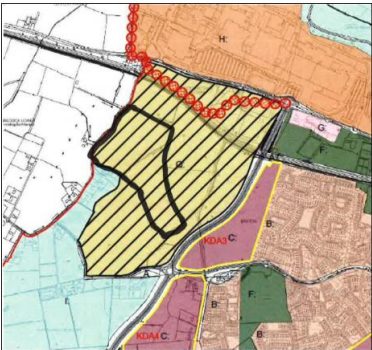


Sub. No.	Name	Summary of Issues Raised
14	Ruth Coppinger TD	<p>- It is suggested that Objective CSO1.4 should be amended by replacing Confey with Collinstown to read as follows: <i>“To promote and support the development of a new residential and community district at Collinstown. A masterplan shall be prepared for Collinstown and integrated into the Leixlip Local Area Plan by way of Statutory Amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended). No development shall be permitted in the masterplan area until such time as the masterplan is integrated into the Local Area Plan”</i>. Other related statements, actions and objectives in the LAP should be amended accordingly.</p> <p>- References in Section 12.2 to Confey should be deleted. A new statement for a Collinstown masterplan should be included, which should draw on the approach used by Vauban in the city of Freiburg (which is a high density residential development combined with town centre local retail and other services on a public transport corridor with a grid layout, pedestrian/cycle access to employment, near-zero-energy housing with educational, childcare and recreational provision). Other related statements, actions and objectives in the LAP should be amended accordingly.</p>
15	Joanne Pender	<p>- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed.</p> <p>- A new objective should be added as GIO1.10 as follows: <i>“It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park is unwanted.</p> <p>Objective SCO1.4 (Collinstown) should be amended and changed to residential development.</p> <p>- A new statement in Section 12.2 of the Plan should be included setting out a detailed masterplan for the development of the Collinstown area as a whole, which is a high density residential development combined with town centre local retail and other services on a public transport corridor with a grid layout, pedestrian/cycle access to employment, near-zero-energy housing with educational, childcare and recreational provision). Other related statements, actions and objectives in the LAP should be amended accordingly.</p>
16	Wogansfield Residents Association	<p>- This submission seeks the rezoning of 12.8 hectares of land at KDA 2 from New Residential to Agriculture for the following reasons: additional traffic; historical significance of Leixlip Castle and Demesne; educational facilities; protection of Green Infrastructure; sanitary services; public transport; services & facilities and noise pollution.</p> <p>- In relation to traffic and access, KDA 2 will impact severely on existing roads and no provision for new roads has been made. The plan is vague on linkage from KDA2 to the town centre. The only link is to Pound Street. If pedestrian and cycle access at Leixlip Park and Wogansfield are re introduced in the future there will be local objection to this.</p> <p>- Leixlip Castle and Demesne, a Protected Structure, should be retained and developed as a park. It should not be diminished by removing it from its natural setting. The gates and demesne walls are worthy of preservation.</p>



Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- Most of the schools are currently at full capacity and cannot cater for the planned new housing. The additional school sites should be accommodated in this LAP. Traffic from The Wonderful barn KDA, existing schools and KDA2 will cause serious difficulties on the Celbridge Road. Safety of the community should come first.- Two Green Infrastructure objectives from the Nov Draft LAP should be re-instated: namely GI01.7 and GI01.8.- Upgrading of water and wastewater services is dependent on the delivery of major capital investment for the region. No commitment should be given to rezoning in KDA2 until such time as feasibility studies are completed.- Rezoning for KDA2 should be postponed until such time as the upgrade of the rail and bus corridor is completed. New development should be introduced on a phased basis in line with transport changes.- If 3,315 houses are delivered in Leixlip this could increase the population by 9,945 people (3 per household).- The Wonderful Barn is listed in table 7.3 of the plan as a park, but the LAP is proposing to zone these lands for new housing development.- The plan does not refer to noise pollution implications from KDA1 and KDA2.- In the event of lands along the Rye being considered for housing development, the Flooding Report should be revisited. Flood events of 2000 and 2002 should not be repeated.- Leixlip developed from village infrastructure and is designated as an ACA with Leixlip Castle and Demesne at the centre of the village.- KDA 2 retains areas of semi-wilderness along the environs of the River Liffey and rezoning will interfere with this delicate balance.
17	Ann Field	<ul style="list-style-type: none">- Our town should reflect its past as well as its future.- There should not be a road going through St. Catherine’s Park. A statement to this effect should be issued by KCC. Do not allow other entities to build a road through the park. This is the most important issue.
18	Sean O’ Casaide	<ul style="list-style-type: none">-The plans for 2000 houses in Confey should be accompanied by proposals for road development to accommodate access and egress for the large number of houses. The Fingal plan includes a road through St. Catherine’s Park.- The destruction of such a beautiful and well used amenity will reduce the amount of amenity land available to residents while the population rises.
19	Collinstown Stud	<p>This submission seeks a change in the zoning status of lands located at Collinstown (total area not stated, see map below) from ‘Q’ Business and Technology to ‘C’ New Residential. It is suggested that a residential zoning would be more appropriate as it would direct population growth to the Metropolitan towns of Maynooth, Celbridge, Leixlip and Kilcock and support the designation of Leixlip as a Primary Economic Growth Town and Large Growth Town II which are key challenges as expressed in the County Development Plan.</p>



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		 <p><small>Fig No.1 Subject lands outlined in black (currently shown in draft Leixlip LAP to be zoned 'Q')</small></p>
20	Patrick Freaney	<p>Leixlip has existing problems which will be exacerbated with increased traffic, sewage and inadequate facilities provision. Traffic on the Celbridge Road is a critical issue already, without more housing. The horrendous sewage problem has not been resolved and there needs to be major concern over an increase in population relative to this. There is still no swimming pool and the small playground at the Amenities is out of the way. These proposals will cause further problems.</p>
21	Brendan O' Dea	<p>The existing Captain's Hill road is the only means of road transport for a number of housing estates. It is already overloaded and unsuitable for the flows of traffic expected. Widening Cope Bridge is a useful development but it will encourage more traffic travelling north-south. No further housing should be considered until a full traffic management and investment plan has been developed for the north Leixlip area as specified in 13.2.2 until the masterplan has been fully signed off.</p>
22	Andrius Ramanauska	<p>Community, education and healthcare facilities are overcrowded without extra housing. The plan does not address this and it will make the existing situation worse. Open space, parkland and heritage preservation are under threat. The plan is developer-led and focuses on housing. The plan is unacceptable.</p>
23	Eileen Boyle	<p>The number of units is far too great for the area.</p>
24	Enda Egan	<p>The proposed addition of 1000 units onto the Celbridge Road will make traffic worse and cause a hazard.</p>
25	John Greene	<ul style="list-style-type: none"> - This submission objects to the amount of houses proposed in the plan based on the absence of infrastructure for health, education and transport. - Access to proposed development in the Celbridge Road area is a huge safety issue. - Existing GP services in Leixlip are at capacity. Where will the additional 9000 people get medical care? The situation will lead to unnecessary sickness.



Sub. No.	Name	Summary of Issues Raised
		<p>The sewerage system in Leixlip causes an unbearable smell. The proposed new housing developments will overload the system and lead to environmental and health issues.</p> <ul style="list-style-type: none">- The schools in Leixlip are at full capacity and there are no plans for further schools. There is nowhere for the educational needs of an additional 2,500 school children to be met in Leixlip.- The plan will generate an additional 3,500 vehicles using the roads around Leixlip. Existing roads cannot cope with this traffic. It is not feasible for people to use public transport. The train is overloaded at peak times. Additional congestion will cause stress.- The proposed access to housing development from the Celbridge Road (KDA 1 and KDA4) is a major safety concern. Rodents will be a major threat to health when construction commences.- Preservation of heritage sites, buildings and parks are vital.- Plans for infrastructure must be in place first.
26	Sean Rogers	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed.- A new objective should be added as GIO1.10 as follows: <i>“It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park is unwanted.
27	Tara Martin	<p>St. Catherine’s Park is a beautiful space won hard by local people and has gone from strength to strength. It is a beautiful, serene, precious space; it is good for human health and wellbeing, and for habitats too. This is part of the greenbelt and greenbelts are supposed to be protected. The park is priceless. A road would be a scar on the parkland and landscape. It would cause pollution. We don’t need an ugly noisy monstrosity of a road going through it.</p>
28	Jim & Barbara Donnan	<p>The proposal to zone 190 acres of land at Confey for 2000 houses and to construct a road through St. Catherine’s Park is contrary to proper planning. The area already suffers from traffic congestion and the public transport system is at capacity. A dual carriageway through a beautiful parkland would destroy amenity, increase traffic noise, increase pollution and impact negatively on the adjoining housing estates. The area cannot support development on such a vast scale. Alternative options should be considered which are less destructive, such as Collinstown/Kilmacraddock.</p>
29	K. Conway	<p>This submission objects to the planned development on the Celbridge Road and The Wonderful Barn areas. No consideration has been given to infrastructure, amenities, community facilities, transport and education. The schools and transport facilities are at capacity. Traffic is already a big issue and new development will further increase pressure on an exhausted transport system.</p>
30	Deirdre Lane	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed.



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		- A new objective should be added as GIO1.10 as follows: <i>“It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i> . Development that would promote building a road through any part of St. Catherine’s Park is unwanted. Sustainable walkable transport solutions are sought.
31	Mary Hopper	The amount of new houses proposed will put enormous pressure on public and private transport in the area, schools, doctors etc. The area will need green places.
32	Amy Mc Bridge	- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed. - Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4, is unwanted. The people of Leixlip have a right to this amenity unspoilt.
33	Jennifer Minogue	- Objective CSO1.3 (Confey Masterplan) should be removed. - A new policy added regarding Green Infrastructure should be added as follows: <i>“It is the policy of Kildare Co. Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i> .
34	Patrick Nugent	- The Wonderful Barn is a great piece of history and a community park. It would be a shame if it was taken from us.
35	Mary Nugent	- We cannot support this development. The Wonderful Barn is now a park and should remain that way.
36	Martin Nugent	- The Wonderful Barn is important to me, it’s my heritage.
37	Leighann Nugent	- The Wonderful Barn is important to me.
38	Clodagh Nugent	I love The Wonderful Barn.
39	Valerie Colton	- This submission is from a resident of Confey (for 32 years) who loves their community. - The submission objects to 3,000 new houses for the following reasons: - Captains Hill is already congested with traffic and there is no scope for any improvement due to the physical limitations of the road. Widening of Cope Bridge will not solve the problem. If construction traffic has to use the hill this will pose safety issues especially near schools. KCC must act now to improve parking arrangements at the bottom of Captains Hill by removing the parking spaces and widening the roadway. - The rail service is inadequate and overloaded. With no current plans to extend rail services, any increase in population will be problematic. Parking at the train station is inadequate causing parking in the nearby residential estates. - Major road infrastructure will be needed to accommodate new development at Confey. Approval of the masterplan could fast track the Orbital link road referred to in the Fingal County Development Plan and Transport Study published by KCC. Over 1000 people attended a protest against a road going through St. Catherine’s Park on 7 th May 2017. Kildare County Council should not allow Fingal to have this piece of work on their plans.



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- The Fire, ambulance and Garda services are already overstretched. This will be worsened.- Collinstown should be used as residential instead of Confey. Collinstown is a more viable option as there is already a good bus route in place; it's close to the railway line; close to the N4; close to Intel; the infrastructural cost factor is less than Confey; and new schools can be built of benefit to this side of Leixlip. This would resolve the issues at Confey. With HP closing, there is no need for Collinstown to be Business/Technology.
40	Lynn Carroll	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) should be removed.- A new policy regarding Green Infrastructure should be added as follows: <i>"It is the policy of Kildare Co. Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>.- Implicit in CSO1.3 is a need for a new road to the M4 possibly through St. Catherine's Park. Development that would require a new road through St. Catherine's Park, or that would rely on a road from the M3 to the M4, is unwanted.
41	Niall Carroll	<ul style="list-style-type: none">- This submission opposes the masterplan for Confey as it will double the population of the area, will change the neighbourhood & close knit community and is unacceptable.- Traffic is already heavy and it will get worse, especially on Captains Hill. No reference is made to improving the junction at the end of Captain's Hill. A risk assessment needs to be undertaken before further action is taken.- Saying that the plan is trying to move people away from using their cars to walk and cycle is a cop-out, and a way not to have to deal with the issue of traffic.- Tying the delivery of a new primary school into a phased development of houses makes no sense as funding and delivery of a school is by the Department of Education who may not have the budget to do so.- The new 'Planning and Development (Housing) and Residential Tenancies Act 2016' means that the phasing of development is out of the hands of Kildare County Council.- The proposed link road from the N3 to the N4 through St. Catherine's Park would mean that the residents of Confey will no longer have access through Glendale, will mean significant pollution, will impact on the residents of Glendale and it is totally unacceptable.- A more suitable location for these homes is at Collinstown or adjacent Agricultural lands which has direct access onto the N4, is near the railway line, would have access to Castletown estate a link to Maynooth.
42	Joseph Fitzpatrick	<ul style="list-style-type: none">- Objective CSO1.3 should be removed from the LAP because it contains the possibility of a road through St. Catherine's park which would create traffic chaos; it would destroy a community park; it would create health and safety problems; and impact negatively on healthy lifestyles.- Upgrading Cope Bridge will not benefit the area as it is not possible to widen it at Captains Hill, and therefore is futile.- A small development of 200 houses in Confey might meet local need, but could only proceed with a new car park at the station to prevent commuters



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		<p>parking in nearby estates.</p> <ul style="list-style-type: none">- Collinstown is a better location for major housing because it will not threaten St. Catherine's park and infrastructural costs would be less (roads/bridges).- Upgrading the R149 CLonee-Leixlip-Lucan would improve public transport links at a much lower cost. It would be better to invest in public transport to reduce car commuting, traffic jams and carbon emissions that are causing climate change.
43	Karen Ormond	A road through St. Catherine's Park would destroy a wonderful resource.
44	Danny Ormond	I completely object to a road through St. Catherine's Park.
45	Theresa Hanrahan	I do not want a road going through St. Catherine's Park.
46	Robert Ormond	Don't destroy St. Catherine's Park and playground with a road going through it.
47	Emily Ormond	Don't ruin St. Catherine's Park with a road going through it
48	S. McNamara P. O' Sullivan D. Kelly T. Downey P. Shinnors J. Kelly	<ul style="list-style-type: none">- This submission objects to the zoning of land at KDA4 Leixlip Gate for reasons relating to the proposed exit onto Green Lane; the proposed pedestrian / cycle access from the R449; the proposed density and reference to landmark buildings.- Access from KDA 4 onto Green Lane will be problematic for the following reasons: it will have a negative impact on the character of the lane to facilitate more traffic; Green Lane will become over burdened with traffic (in combination with recent permissions, KDA3 and proximity of entrance to roundabout on the R449). A roundabout on the R449 would be a preferable safer alternative solution.- The proposed pedestrian/cycle access from KDA 4 to the R449 will be problematic for the following reasons: conflicts with current residents of the area; conflicts with SDCC guidelines preventing Anti-social behaviour; is a security risk; crosses third party lands; bringing people into unlit areas; would disrupt the character of the area; increase anti-social behaviour; impact negatively on heritage character of the tree lined avenue and protected structure.- The proposed density within KDA4 does not consider existing planning permissions for low density development. Any new development should respect the character of the area, ie. 6 units per acre, max 2 storeys in height.- The location of the proposed 'landmark building' in KDA 4 is on a point of no historical significance and cannot contribute to the economic vitality of the town centre at this location (Refers to Section 15.7.2 of KCC Urban Design Guidelines).
49	Susan Barnes	The volume of houses proposed in Leixlip is crazy, in particular the proposal for 500 houses near The Wonderful Barn. Density and building heights are excessive. There are issues with traffic congestion, wastewater issues, etc. A compromise is required. People's physical and mental health will suffer.
50	Paul Gorry	<ul style="list-style-type: none">- Submission raises concern regarding the scale of development proposed for Confey and opposes to any development of roads or housing in St Catherine's Park.- Submission also suggests that the council's consideration that Dublin Bus are delivering a good transport system is incorrect as services are poor to



Sub. No.	Name	Summary of Issues Raised
		Riverforest and Glen Easton.
51	Natasha Page Wood	Submission raises concern regarding a road at in St Catherine’s Park.
52 54 55	Joe Close E. Kelly P. Kelly	<p>Concerns raised regarding KDA 1 (The Wonderful Barn) and KDA 2 (Celbridge Road (East)). Submission suggests that there is a significant deficit in key social and environmental infrastructure which is required for a thriving town; such as wastewater, educational infrastructure, roads and traffic management and community and recreational facilities. The submission also highlights that the LAP has 2 sections devoted to retention of Heritage and the Environment and suggests that both sections argue for the retention and improvement of sites within the confines of Leixlip, where possible, and that where development will take place, these developments will augment, rather than eliminate, these areas. It is difficult to see how KDA2 will retain or even augment any of the existing features surrounding it.</p> <ul style="list-style-type: none"> - Irish Water has completed its upgrade to the Leixlip Waste Water Facility and this upgrade has not proved sufficient to deal with the demands of the Lower Liffey Catchment Area (Leixlip, Maynooth, Celbridge, Kilcock) which is proven by the ongoing odour issues in Leixlip Town caused by overflow from the treatment plant. Until this issue is addressed with facts rather than conjecture no rezoning should take place on KDA2. - In spite of the LAP agreeing that Leixlip will require at least 3 new schools, no plans are detailed in the LAP as to where any new schools will be built. The submission suggests that the conclusion of the LAP is that all new educational institutions will be built in the Confey area of Leixlip. The submission raises concerns that by planning to build 1800 housing units between the 4 KDA’s listed in the LAP and not providing any new educational buildings that a large percentage of young residents will be forced to travel to Confey to attend school. The submission highlights that from KDA2 such a journey on foot would take in the region of 30 minutes which is unacceptable for primary level children, which means that many would need to travel by car, thus putting more pressure on the Main street/Captains Hill bottleneck, which is already called out as a concern by the LAP, before adding these extra journeys by the 8000 or so new residents in the town. - Concerns regarding the capacity of the Celbridge Road and lists the extent of facilities in this area, which contribute to traffic congestion at this location. Submission further states that the development of KDA 1 and 2 in this location will further exacerbate the issue. Submission states that the LAP only offers definitive plans to enable easy access for Residents from KDA1 accessing the Celbridge Road. There are no plans or objectives to improve the future access issues of the other residents along its length. So by proceeding with rezoning KDA2, both the current residents of Leixlip and the new residents of KDA2 will be negatively impacted. -Lack of community and recreational facilities was highlighted as an issue in this submission. Since the expansion of Leixlip in the early 2000’s with the building of housing estates along the Green Lane (Glen Easton, Beech Park, Rinawade, Ashbrook etc.) there has been no significant additions to the recreational facilities for Residents in the town. The submission states that there is only one small playground at the amenities centre, which only contains around 10 items for children to play with and is about 30% the size of the one located in Maynooth, a town with significantly less population than Leixlip.



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		<p>The submission notes that the LAP has no stated objective listed to build another playground, although it is mentioned in passing along with a skate park. The submission also notes previous commitments to provide a swimming pool in Leixlip.</p> <ul style="list-style-type: none"> - Site specific concerns with KDA 2 in relation to land levels and states that the development of housing units of a 2 or 3 story size will be at least an entire story higher in comparison to the adjacent estates and will completely overshadow them and may block natural light. Submission also states that this difference in levels will have the potential to cause minor flooding to houses in the vicinity. The submission also states that an environmental study should be conducted on both the KDA2 site and the Hedgerows and Trees along Pound Street and Celbridge Road that would be affected by any development at KDA2. This study should include (and not be limited to) existing flora and fauna, hunting patterns and zones for local predators (squirrels, foxes and owls have been in evidence on site), and Bat activity and loss of privacy for existing estates.
53	Vincent Greene	<p>Submission questions whether a traffic study has been carried out on Captains Hill Road and suggests that the area is at capacity particularly during rush hour. Submission also references traffic issues at R149 towards Lucan or Maynooth at the T Junction at the end of Captains Hill.</p>
54	E Kelly	<p>See Submission 52</p>
55	P Kelly	<p>See Submission 52, 54</p>
56	Barry Healy Cunnigham	<p>Chapter 3</p> <ul style="list-style-type: none"> - Suggested text changes to Point 4 Section 3.2 ‘To deliver new residential development within Leixlip to support <i>that can utilise existing</i> community infrastructure, recreation and amenity facilities. And provide <i>Provide limited</i> new facilities in tandem with <i>those obligated to be created as part of</i> opportunities for significant new housing. - Suggested text changes to Point 7 Section 3.2 ‘To protect, enhance, create and connect natural heritage, including areas of international biodiversity importance, high quality amenity areas and other green spaces <i>as a priority over residential development opportunities where applicable</i> throughout Leixlip for both biodiversity and recreational use. - Suggested text changes to Point 8 Section 3.2 ‘To protect, conserve and manage the unique built heritage of the town <i>including its environs</i> and to encourage sensitive sustainable development so as to ensure its survival and maintenance for future generations. <p>Chapter 4</p> <p>Raises concerns regarding population projections stated in the plan given the current data available from the 2016 census. Suggested text changes to Paragraph 4 Section 4.1</p> <ul style="list-style-type: none"> - Census 2016 vacancy and occupancy rates for Kildare, if applied, suggest a potential population of up to 23,000 persons (approx). <i>The current revision of</i>



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		<p><i>the Draft Leixlip LAP 2017-2023 is based entirely on the CDP forecast and as such large elements of the LAP will require alterations prior to population exceeding the CDP forecast over the lifetime of the LAP.</i></p> <p>Chapter 5 Amend UCRO3.4 'To investigate the potential for <i>re-designating on street parking area for set down areas at predetermined times during the day, widening paving along suitable portions of Main Street to incorporate designated parking, set down areas, investigating options for an additional car park in the town</i> and potential for new tree planting.</p> <p>Chapter 6 Raises issue that plan does not address the current status of Hewlett Packard and its implications for working population. Suggested text changes section 6.2.1 Leixlip is home to two of the largest employers in the county, Intel and Hewlett Packard, <i>however Hewlett Packard are to cease operations</i> by the end of 2017. These multinational industries have long established relationships with Leixlip and have made significant investments in the development of their respective campuses at Collinstown and Barnhall. Collectively these two sites account for approximately 152 ha of industrial and warehouse zoned land in Leixlip. Both companies engage in continuous estate management including reconfiguration and repurposing of existing buildings on site, upgrading of site infrastructure and new build if/as required. This LAP supports the on-going operations of these significant industries <i>Intel Ireland</i> and also supports further appropriate levels of expansion at the Intel and Hewlett Packard business campuses. <i>This LAP is also supportive of new businesses being sought to occupy the Hewlett Packard campus in the future.</i> All proposals will be required to take full account of the sensitivities of the receiving environment including European designated sites' conservation objectives and Intel's designation as a Seveso site.</p> <ul style="list-style-type: none">- Suggested text change Section 6.2.2 <p>The County Development Plan and this LAP therefore promotes Collinstown for Business and Technology use, to be developed in accordance with a masterplan to be prepared for or on behalf of Kildare County Council. <i>The Council will also seek to work with IDA Ireland to seek to source an appropriate business or businesses to utilise the Hewlett Packard campus in the short to medium term future'.</i></p> <ul style="list-style-type: none">- Concerns raised in relation to the underfunded efforts to preserve, restore and promote heritage sites within the town and states that of the 11 objectives and 3 actions regarding tourism in the town, there is a clear lack of support for renovation and preservation of these sites. <p>Suggests additional objectives as follows</p> <p><i>'EDTO3.12 To survey the heritage site listed as Leixlip Spa, develop and fund a plan of action to restore it to a point where its preservation can be maintained. Ensure that any residential development on the Parkland surrounding the Wonderful Barn is done in a manner that will protect its structural integrity and its unique sightlines'.</i></p> <p><i>EDTO3.13 To seek to elevate Leixlip to a heritage town status based on its Architectural heritage, links to culturally iconic enterprise (Guinness) and its</i></p>



Sub. No.	Name	Summary of Issues Raised
		<p><i>history (Battle of Confey).</i></p> <p>Chapter 7</p> <ul style="list-style-type: none">- Notes mistype in prelim data report from Census 2016. Figure should state 0.3% reduction.- Amend HCO1.3 as follows HCO1.3 To secure <i>enable</i> the provision of social infrastructure, community, and recreational facilities in tandem with residential development, <i>by the completion of required road upgrades and completion of childcare facilities</i> in accordance with the implementation strategy in Section 13 of this LAP.- Clarification requested as to how many ‘infill sites’ have been identified and their locations made clear in the plan.- St Catherine’s Park is listed as a playground, when the playground is actually in Fingal. <p>Amend Table 7.3 as follows</p> <ul style="list-style-type: none">- Including (but not limited to): Leixlip Amenities, Collinstown (opposite Intel), Leixlip GAA Club (includes pitches, a clubhouse, gym and hall ball facilities) and Confey GAA Club, Soccer clubs and facilities, Barnhall Rugby Club, Liffey Celtics Basketball Club, Leixlip Tennis Club, Le Cheile Athletics Club, Salmon Leap Canoe Club and Leixlip and District Angling Association. <i>Fee paying clubs exist in the town include Leixlip United, Liffey Celtics Basketball Club, Leixlip Tennis Club, Le Cheile Athletics Club and the Leixlip and District Angling Association.</i> <p>-Highlights the need for additional schools in Leixlip and notes that the LAP does not identify specific lands for this.</p> <p>Chapter 8</p> <ul style="list-style-type: none">- Amend MTO3.10 as follows- MTO3.10; To ensure that all significant development proposals for the KDAs and Masterplan areas are subject to a Traffic Impact Assessment (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines, NRA 2014. The requirement for TIA will be determined on a case by case basis.- Suggest an additional objective under MT4 to secure additional car parking at Confey Train Station. <p>Chapter 9</p> <ul style="list-style-type: none">- Works outlined to be ongoing in the Draft LAP are now complete and vast majority of the additional capacity has been taken up by developments permitted in Maynooth.- New objective proposed I01.5; To delay an rezoning of land not currently designated as residential until Irish Water DAP is completed. <p>Chapter 12</p> <p>KDA1 The Wonderful Barn: Residential zoned for 475-550 houses</p> <ul style="list-style-type: none">- LAP to cap the number of housing units within this KDA to 30/ha



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		<ul style="list-style-type: none"> - The Wonderful Barn is listed in Policy EDT3, EDT03.9 <i>“To promote The Wonderful Barn as an integrated tourism attraction to include complementary commercial uses”</i>. However no reference is made to appropriate parking facilities for a tourist attraction or the allotments located on the site listed in Section 7.6, Table 7.3. The Wonderful Barn is also designated as a public park. Section 14.12.3 OS3 of the County Development Plan 2017-2023 states that it is the policy of the Council <i>“To preserve, manage and maintain to a high standard the existing public parks and open spaces in the county”</i>. However KDA1 states that 15.8 hectares of The Wonderful Barn parkland will be used to build housing units, therefore removing the ‘parkland’ - No provisions are made in the LAP with regard to recommendations under the Kildare Noise action plan 2013-2018 <i>“to seek to reduce, where necessary, the harmful effects of traffic noise, through appropriate mitigation measures”</i>. - Site requires modifications beyond those listed in the LAP regarding health and safety <p>KDA2 Celbridge Road (East)</p> <ul style="list-style-type: none"> - Both Leixlip Castle and Demesne, including the boundary wall, are listed as protected in the LAP - The proposed plan for the rezoning of this land will require the original boundary wall to be breached at Wogansfield and Leixlip Park to facilitate Pedestrian/Cycle pathways and to open up a vehicle entrance to the units - This rezoning therefore contradicts the protection proposed in the LAP - Proposed houses at KDA 2 will overlook existing houses at Leixlip Park as land is at a higher level due to soil deposits from the M4 motorway which act as a sound barrier for the residents of Leixlip Park from the M4 Motorway - The proposal in KDA2 for housing units of 2-3 storey in height to transition in scale back from the existing resident homes will not achieve a solution to this problem given the narrow confines of the proposed building site which is curtailed by the fact that it needs to remain a certain distance back from the M4 motorway - No provision is given for any barriers to reduce noise from the motorway for the proposed new builds and construction of an effective barrier may in fact force the units closer to the existing residential area - The current road in the residential area Wogansfield is a narrow single lane, which would force pedestrians or cyclists to take refuge in residents driveways and gardens to allow the passage of a vehicle - This presents a very real safety concern especially for children walking to school as there is no space to create designated pedestrian and cycle paths - The access at Leixlip Park would be the primary pedestrian entrance for residents of KDA2 to access the retail facilities at the Barnhall Shopping Centre. There is no space in Leixlip Park for designated cycle paths and an increase of people cycling on roads or using pavements for this offers safety concerns to residents in Leixlip Park who are on average older in age - The proposed site entrance also offers limited sightlines and movement of the entranceway as it is curtailed by the M4 on one side and existing



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		<p>residential properties on the other</p> <ul style="list-style-type: none">- This option however will not be available to the residents of the existing housing estates along the Celbridge Road- These estates won't have any road infrastructure improvements under the LAP and will be impacted detrimentally by the increase of traffic from KDA1 and KDA2- The LAP has neglected to address traffic concerns along the Celbridge road arising from these proposed builds and population increase.
57	Ciara Dardis	Submission opposes to any development in St Catherines Park and requests a commitment from Councillors in this regard.
58	Sharon Keogh	Submission states that the plan to build new residential units in Leixlip which will result in approx. 20,000 additional people to the area is unsustainable without a realistic plan to improve current infrastructure and facilities and states that the core objective is to accommodate 10.2% of Kildare housing growth is too high for a small town.
59	Graham Wood	<ul style="list-style-type: none">- Submission supports the provision for improved public transport to and from Leixlip and suggests an additional night bus.- Submission also supports the provision of footbridges linking Woodside with Ryevale Lawns, as same would improve access to Louisa Bridge Train Station.- Submission raises concern regarding the protection of the amenity of St Catherine's Park and requests that a statement be included in the plan that no roads will be built through any part of same. Submission states that the park has been the subject of significant investment and any development would ruin this.
60	Joe Bergin	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed.- A new objective should be added as GIO1.10 as follows: <i>"It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park is unwanted. Sustainable walkable transport solutions are sought
61	John Kelly	Opposes any plans that would see the delivery of a new motorway through St Catherine's Park. Notes that the proposal was removed from the 2 nd iteration of the Draft Leixlip, however still remains in the Fingal plan. Submission outlines health implications of the construction of a motorway in close proximity to existing houses
62	Cliona Kelly Scull	Concerns regarding the proposed location for the entrance to KDA 4 and its proximity to development permitted under PI Ref 16/90. The submission also objects to any houses in close proximity to the permitted dwelling and suggests that the location of access proposed for KDA 4 be relocated.
63	Julie Healy Cunningham	KDA2 Celbridge Road (East) <ul style="list-style-type: none">- Both Leixlip Castle and Demesne, including the boundary wall, are listed as protected in the LAP



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		<ul style="list-style-type: none"> - The proposed plan for the rezoning of this land will require the original boundary wall to be breached at Wogansfield and Leixlip Park to facilitate Pedestrian/Cycle pathways and to open up a vehicle entrance to the units - This rezoning therefore contradicts the protection proposed in the LAP - Proposed houses at KDA 2 will overlook existing houses at Leixlip Park as land is at a higher level due to soil deposits from the M4 motorway which act as a sound barrier for the residents of Leixlip Park from the M4 Motorway - The proposal in KDA2 for housing units of 2-3 storey in height to transition in scale back from the existing resident homes will not achieve a solution to this problem given the narrow confines of the proposed building site which is curtailed by the fact that it needs to remain a certain distance back from the M4 motorway. - No provision is given for any barriers to reduce noise from the motorway for the proposed new builds and construction of an effective barrier may in fact force the units closer to the existing residential area - The current road in the residential area Wogansfield is a narrow single lane, which would force pedestrians or cyclists to take refuge in residents driveways and gardens to allow the passage of a vehicle - This presents a very real safety concern especially for children walking to school as there is no space to create designated pedestrian and cycle paths - The access at Leixlip Park would be the primary pedestrian entrance for residents of KDA2 to access the retail facilities at the Barnhall Shopping Centre. There is no space in Leixlip Park for designated cycle paths and an increase of people cycling on roads or using pavements for this offers safety concerns to residents in Leixlip Park who are on average older in age - The proposed site entrance also offers limited sightlines and movement of the entranceway as it is curtailed by the M4 on one side and existing residential properties on the other - This option however will not be available to the residents of the existing housing estates along the Celbridge Road - These estates won't have any road infrastructure improvements under the LAP and will be impacted detrimentally by the increase of traffic from KDA1 and KDA2 <p>The LAP has neglected to address traffic concerns along the Celbridge road arising from these proposed builds and population increase</p>
64	Kevin Byrne	Submission objects to any road through St Catherine's Park.
65	Aine Tobin	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity".</i> Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St.



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		Catherine's Park, is unwanted.
66	Kath Byrne	Submission objects to any road through St Catherine's Park and any development of houses near the cemetery.
67	Conor Campion	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.
68	Venkata Jampana	Submission disagrees with any road through St Catherine's Park and states that there is no capacity in schools in Leixlip.
69	Vera & Colm Fitzsimmons	<ul style="list-style-type: none">- Queries the population projections within the LAP. Same is proposing an additional 3,315 houses, which on the plan converts to an additional population growth of 4,342, which represents an overall target population for Leixlip town of 19,794. However this population growth is grossly understated and the population of Leixlip in 2011 census is 15,452 people in 5,103 households in Leixlip, which is 3 people per household. If the same basis per 2011 census is applied i.e. 3 people per household, then the additional proposed 3,315 housing units will equate to 9,945 additional people, which is twice the expected population growth detailed in the Leixlip LAP 2017 to 2023.- Section 5 of the LAP relating to Urban Centre makes no reference to car parking and the current shortage of public car parking spaces. Section 8 details an action to undertake a parking study of the town centre to identify suitable opportunities for on street and off street parking, however, there are no definitive plans included in the Draft LAP to address the current shortage of car parking in Leixlip as a whole or specifically in the town centre and no clear plan to address the future needs regarding car parking given the expected population growth. The lack of sufficient car parking spaces has a huge impact on traffic in the town centre and on certain congested roads (namely Celbridge road and green lane) and it has also negatively impacted the growth of Leixlip as a business town centre.- It is not satisfactory or correct to state that the current schools in Leixlip have adequate capacity to cater for these additional residential developments. Most of the schools are currently at full capacity and the revised population target will put enormous pressure on the existing residential units. Zoning of lands for education to accommodate additional requirements arising from the proposed new housing developments must be included in the LAP.- Section 7.6 of the LAP outlines a wide variety of existing community facilities, services and active community groups and are identified in Table 7-3. Included as a Playground is Base Entertainment Centre, which is unacceptable.- The current playground located at the Leixlip Amenities is very trivial in comparison to the playground in Maynooth located opposite the train station. - The proposed new pedestrian entrances into existing housing estates is not acceptable. The "connectivity" reasoning does not cater or consider the safety



Sub. No.	Name	Summary of Issues Raised
		<p>risks posed to the existing residents in these estates, many of whom have young children. Housing estates should be designed to provide a safe and secure environment for families / children to play and socialise.</p> <ul style="list-style-type: none">- The 4 Key Development Areas outlined above (KDA1-KDA4) will have a significant impact on traffic congestion in particular on the Green Lane and on the Celbridge Road and safety is a huge concern as traffic problems will inevitably cause an increase in accident rates.- Regarding Green Lane, there is currently a number of significant vehicular access points onto the Green lane to include; St Mary's Gaa and the following housing estates; Beech Park, both Glen Easton estates, Easton, inawade, Lough Na Mona, Oaklawn, Cedar Park and three primary schools. The congestion on this road is already evident with a lot of traffic diverting via the Castletown housing estate in the morning and evening times. Section 6.1.1 of the LAP details that the most popular means of travelling to work by those living in Leixlip is by car. In Section 8 it states that "Circulation around and through the town is constrained". Those two statements indicate that the existing road network is under pressure and is not fit for purpose if Leixlip is to expand further.- How can policy MT 3 be achieved if there is no proposal in the LAP to carry out a review of the Traffic Management Plans or any commitment within the LAP to provide an appropriate level of road infrastructure, road capacity and overall traffic management to support the proposed developments .The potential traffic congestion arising from the additional proposed developments needs to be addressed.- ESB Pylons / Electricity lines are strategic pieces of infrastructure for our County and the high voltage power lines that cross the site must be safeguarded in terms of encroachment and allow a 20-meter clearance distance either side of the centre line of the 110kv line. Open space around pylons would be unacceptable and cannot be reasonably included in the calculation of open space within any proposed development. To allow this would reduce the recreational facilities of the residents particularly young children who may not be aware of the dangers associated with Pylons.- The development proposals in the LAP are dependent on the completion of key infrastructure and the upgrade of the wastewater network is a critical determinant for significant new development in Leixlip. It clearly states that following the upgrade of the Leixlip Waste Water Treatment plan it will continue to have insufficient capacity to cater for the planned growth. Where interventions are required there is no solid commitment to provide but rather dependent is unacceptable.- If the lands at the Wonderful Barn are detailed as being open space / park land, why is it also included to develop these lands for new housing known as KDA1. Locating a new housing development within the grounds of the Wonderful Barn does not protect, enhance or promote an appreciation of this important asset as well as safeguarding the continued sustainable use of this important building and associated features. These lands should be enhanced to a high quality amenity area or green space for both biodiversity and recreational use- The proposed development at KDA2 located at Leixlip Demesne completely contravenes the heritage policies of the LAP and is totally unacceptable to the people of Leixlip who hold dear our heritage and indeed the legality of such a proposal is questionable.



Sub. No.	Name	Summary of Issues Raised
		<p>KDA3</p> <ul style="list-style-type: none">- This site is very important to in Leixlip as it represents the first development into Leixlip from the R449 and announces the town. Proposals for the site must have regard to the residential amenity of the existing dwellings at Glen Easton, must protect the hedgerow along the boundary with Glen Easton and contain a suitable set back from the Glen Easton estate with no 3 storey developments. The Design concept should indicate the hedgerow to be retained and supports the set back illustrated from the Glen Easton estate.- The 2-storey limit on dwellings to the east of the site should be reduced to single story and this factor should be strictly applied. We request that a minimum separation distance to the boundary with Glen Easton.- Is building 430 residential units at Leixlip Demesne going to change the natural permeation of water in the area and therefore cause flooding as we have experienced nationwide due to the incorrect location of housing developments near rivers giving rise to no natural drainage.
70	Daniela Richterova	Submission disagrees with any road through St Catherine’s Park and states that there is no capacity in schools in Leixlip.
71	John Keaney	Submission outlines concerns in relation to development on the Celbridge Road, which will result in an additional 1500 approx. Cars onto the already congested network in the area.
72 73	Melanie Hall Andrew Thomas	<ul style="list-style-type: none">- Submission outlines concerns in relation to the zoning of lands in the proximity of the protected structures at Leixlip Castle and Demesne and the Wonderful Barn. The submission states that both of these are important historical features of the town and should be retained and no further zoning for housing should take place.- Submission outlines concerns in deficiencies provision of wastewater treatment infrastructure, schools and educational infrastructure.- Concerns raised regarding any potential access from KDA 1 to existing housing estates.- Submission also states that a traffic impact assessment should be carried out before any rezoning takes place. Highlights issues regarding traffic on the Celbridge Road by building an additional 1000 units in the area. Submission also specifies Galvins Cross as a location which requires upgrade and notes that children living in the area will require proper traffic management solutions to be put in place.- Submission highlights lack of amenity areas and facilities in the town including playgrounds and a swimming pool.- Suggests noise mapping be carried out under supervision of the EPA in relation to KDA 1 and 2.
74	Liam Coleman	<ul style="list-style-type: none">- Concerns in deficiencies in zoning for schools and community facilities such as playgrounds and a swimming pool, and any specific physical works to upgrade the existing water and waste water systems as they currently have limited capacity.- A traffic impact assessment should be carried out before any works commence in KDAs.- Any flat roof houses or apartments would not be appropriate near the Wonderful Barn.




Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- Open space should be provided at a minimum of 15% of residential lands, and the Council should reinstate green infrastructure policy to protect our trees & landscape.
75 78	Terry Coleman Keelin Kane	<ul style="list-style-type: none">- Concerns in deficiencies in zoning for schools and community facilities such as playgrounds and a swimming pool, and any specific physical works to upgrade the existing water and waste water systems as they currently have limited capacity.- A traffic impact assessment should be carried out before any works commence in KDAs.- Any flat roof houses or apartments would not be appropriate near the Wonderful Barn.- Open space should be provided at a minimum of 15% of residential lands, and the Council should reinstate green infrastructure policy to protect our trees & landscape.- Supports the B & T zoning at Collinstown.
76	Joanne Lynch	Concerns in relation to huge Plans for housing development that do not include much in relation to community development.
77	Stephen Lynch	<ul style="list-style-type: none">- In addition to a new primary school in Confey, 2 primary and 1 post primary school are needed to accommodate additional growth and avoid overcrowding.- The 4 no. KDA's will have a significant impact on traffic congestion, which will cause safety issues. A Traffic Impact Assessment must be completed before any work commences on any KDA to assess cumulative impacts. Recommendations from TIA's must be implemented before works commence. It cannot be on a case by case basis.- There are no solid plans to extend the community facilities in line with population increase. Land should be zoned for these specific purposes i.e. pool, playground. Social infrastructure must be planned for as serious social problems arise without it. (77, C 7)- The following should be reinstated into KDA 1 The Wonderful Barn: "Apartments and flat roof houses would not be appropriate in this area"; "Building layout must have regard to the need to protect key views within the site, namely those from Castletown House, from inside the Celbridge Road entrance, and from within the existing residential developments"; "To provide a minimum of 15% of the residential lands as Open Space". To minimise the visual impact of new development on the built heritage asset, the proposed development needs to be low density and no higher than 2 stories- Promoting The Wonderful barn as an integrated tourism attraction should include a large playground/skatepark and a picnic area.- Opposes the zoning of Leixlip Castle Demesne on cultural and heritage grounds.- 15% minimum open space requirement must be reinstated.-Revisions made to the Green Infrastructure objectives (GIO1.7 and 8 in Nov Draft LAP) should be reversed to give greater protection to trees.- Supports Collinstown as a digital hub for North Kildare for the following reasons: the lands are strategically located and highly accessible; it has potential to facilitate a critical mass of high order employment. The Collinstown masterplan should be open to public consultation.



Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- KDA 3: This site should only accommodate low density housing of 30 units per hectare. There should not be 4 storey development along the R449 and this statement should be removed.- KDA 4: A TIA must be completed and recommendations implemented in advance of the commencement of KDA4; there should not be 4 storeys along the R449 because high rise is out of character with the town.- Confey Masterplan should be subject to public consultation, similar to the Masterplan for Collinstown.
78	Keelin Kane	Refer to submission 75
79	Carolanne Kelly	<ul style="list-style-type: none">- Submission outlines concerns in relation to plans for housing development at Gleneaston and Leixlip Gate, which will result in additional traffic on already congested roads.- Suggests more life in the town and vacant premises before additional housing is planned.- Requests that the volume of cars on the N4 and M50 be addressed as it is already at capacity.
80	Tanya Hughes Nutley	Submission outlines concerns in relation to protection of St Catherines Park and states that it is an amazing resource for the town for nature, health and fitness.
81	D & V Flaherty	<ul style="list-style-type: none">- Concerns in deficiencies in zoning for schools and community facilities such as playgrounds and a swimming pool, and any specific physical works to upgrade the existing water and waste water systems as they currently have limited capacity.- A traffic impact assessment should be carried out before any works commence in KDAs.- Any flat roof houses or apartments would not be appropriate near the Wonderful Barn.- suggests that open space should be provided at a minimum of 15% of residential lands, and the Council should reinstate green infrastructure policy to protect our trees and landscape and the canal walk / cycle way should be re-developed.- Supports the B & T zoning at Collinstown and suggests that any amendment to the current LAP to include that the master plan for Collinstown be subject to public consultation.- Opposed to any 4 storey development as part of the development of KDA 3 or KDA 4.- Any amendment to the current LAP to include that the master plan for Confey be subject to public consultation, similar to the master plan for Collinstown.
82	Shannon Homes	Lands (17ha) at St. Catherine’s Park are in private ownership, is not accessible to the public and do not perform any open space, amenity or recreational functions and is therefore not consistent with Objective F ‘ Open Space and Amenity’. Requests to rezone the lands ‘Residential’. LAP does not provide for any headroom (inconsistent with the 50% advocated by Govt in Dev Guidelines) and notes that capacity of lands at Confey is significantly constrained over



Sub. No.	Name	Summary of Issues Raised
		<p>the life of the LAP for the delivery of infrastructure. Submission suggests that the lands in question are sequentially preferential and are proximate to the town centre and public transport nodes.</p> <p>Note: Folio details also submitted</p> 
83	Sarah Barrett	Do not put a road through St. Catherine’s Park.
84	Ben Barrett	Do not put a road through St. Catherine’s Park.
85 86	Michelle McDonagh Gary Mc Donagh	Concerns in relation to the extent of housing proposed in an already over polluted area.
87	Connor Fallon	<ul style="list-style-type: none"> - The proposal to increase Leixlip by 3,300 houses is without definite plans for improving infrastructure and without certainty of funding for necessary facilities. - New homes will attract younger residents which is a reasonable desire. Insufficient consideration has been given to how this will affect existing facilities. - The plan fails to recognise that KDAs 1-4 will require additional educational facilities for the 1800 units proposed between them. A survey of existing schools capacity should be carried out. It is unrealistic to expect existing schools to cater for the increase without overcrowding.



Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- There are inhibiting factors limiting the availability of these services to new residents of KDA2 such as cost; ratio of coaches to children; health & safety; location. Leixlip Amenities is a 25 minute walk from KDA2. The playground in Leixlip Amenities is small when compared to the one in Maynooth. The LAP should stipulate the inclusion of facilities to meet the needs of residents at KDA1 and KDA2. (S 87: C 12)Medical Services are at capacity. Consideration should be given to whether incentives can be made available to surgeries to meet the growing needs of the area.- A traffic impact assessment is required for the remainder of the town. The Celbridge Road is particularly congested and this will be worsened by KDA1 and KDA 2. TIA's will be needed for KDAs 1 and 2 with practical solutions to mitigate congestion factored into the plan.
88	Adrian Rush	<ul style="list-style-type: none">-Concerns as a business owner in the town in relation to access to Leixlip and states that the infrastructure serving the town is wholly inadequate and is currently under pressure without adding any further housing.Suggests that the town lacks additional green areas and state that the KDAs to the south of the town will further impact on the amenity of existing estates.- Any changes to St Catherines Park (the proposed road through it) should not go ahead.
89	Peter Sweetman	<ul style="list-style-type: none">- Concerns regarding the indicative route upgrade through the Rye-Carton SAC and suggests that a full Appropriate Assessment be carried out to comply with the requirements of para 40of CJEU case 268/11.- Notes that the Draft LAP has removed any reference to the Regional Status of Collinstown as a level 2 Town Centre and states that the Draft LAP does not therefore comply with the RPGS and Regional Retail Strategy.
90	Stephen Cronin	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity".</i> Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.
91	Paul Hendrick	<ul style="list-style-type: none">- Concerns in deficiencies in zoning for schools and community facilities such as playgrounds and a swimming pool, and any specific physical works to upgrade the existing water and waste water systems as they currently have limited capacity.- A traffic impact assessment should be carried out before any works commence in KDAs and also outlines further traffic issues locally in Leixlip such as the Easton Road.- Any flat roof houses or apartments would not be appropriate near the R449.



Sub. No.	Name	Summary of Issues Raised
		<p>- Objects to any development in the vicinity of the Wonderful Barn as same is a very important historical structure for Leixlip and proposals for housing will damage the tourism potential of the area.</p>
92	Declan Kenny	<p>General Relationship to other plans and guidelines and states that referenced documents are ignored and LAP does little to suggest there is any plan for sensitive or planned development in the town. Submission states that language used promotes the expansion of the town without providing any additional support or services which is overdevelopment on the periphery of the town.</p> <p>Population - Population statistics are questionable and actual population increases will be larger than allowed for and noted the impact on services and infrastructure. Submission queries capacity for expansion and why / who allocated a 10% increase in population to Leixlip.</p> <p>Schools Submission queries the statement in the plan ‘The existing schools in the town have adequate capacity and potential for expansion’.</p> <p>Retail / Town Centre Submission states that nothing can be done regarding the gravitational pull and retail leakage to Dublin and there is a lack of distinction between Leixlip and Dublin. Noted the dereliction on the Main Street. Queries what the LAP will do for the town centre and to encourage new retail and queries proposals for Mill Lane link. Other suggestions include additional car parking, tree planting and the removal of telecoms mast on the ESB site and use of same for a playground.</p> <p>Heritage Submission recommended reinstating the weir and raises concerns regarding the residential zoning at the Wonderful Barn, which contradicts policies in the Plan to promote same as a tourist attraction.</p> <p>Flooding Raises concerns regarding flood risk at lands at Leixlip Castle.</p> <p>Infrastructure Needs to developed in tandem with housing.</p> <p>Tourism Raises concerns regarding the sale of Leixlip Manor and Gardens and the potential change of use.</p> <p>Confey Submission sets out a number of issues in relation to the masterplan at Confey;</p>



Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> • who the stakeholders are for consultation in the preparation of the masterplan for Confey • Contradicts the aim of urban renewal for the town centre • Proposals will result in urban sprawl • Queried what amenities are proposed to compliment the residential development • Queried how existing facilities will cope with the proposal • Drainage issues at Confey • Potential flooding in the Silleachain Valley and Mill Lane area • Problems with tanking waste to the waste water treatment plant along Mill Lane and Black Avenue • Disagreed with access through Riverforest Estate • New bridge won't help Captain's Bridge • Many of the sites identified as Key Green Infrastructure Areas are also earmarked for housing • No concept of sustainability
93	Emanuele La Rocca	<p>- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.</p> <p>- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.</p>
94	Lorcan Fahy	Submission outlines concerns in relation to the number of houses in plan with no infrastructure in place such as schools shops and sports facilities.
95	Rosanna Landers	Concerns in relation to Population/Traffic/Facilities/Environmental (Waste, Water Etc Traffic Congestion/Schools.
96	Jessica Scanlon	Suggests the provision of a performing arts centre within the town.
97	Brenda Conway	<p>- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.</p> <p>- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.</p> <p>- Submission suggests that CSO1.4 be amended to read:</p>



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		'To promote and support the development of a new residential and community district at Collinstown. A masterplan shall be prepared for Collinstown and integrated into the Leixlip Local Area Plan by way of Statutory Amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended). No development shall be permitted in the masterplan area until such time as the masterplan is integrated into the Local Area Plan. Amend other related Statements, Actions and Objectives in the Local Area Plan accordingly.
98	Adele Dempsey	Suggests the provision of a performing arts centre and/or dance school within the town.
99	Ian Dodd	<ul style="list-style-type: none">- Concerns in deficiencies in zoning for schools and community facilities such as playgrounds and a swimming pool, and any specific physical works to upgrade the existing water and waste water systems as they currently have limited capacity.- A traffic impact assessment to address current congestion issues.- Suggests that open space should be provided at a minimum of 15% of residential lands.- Wonderful Barn needs to be protected.
100	Anne Fitzpatrick	Leixlip needs a theatre.
101	Mick Fitzpatrick	Leixlip has nurtured one of the most successful musical societies (LMVG) in the country and many drama and performing arts groups. Therefore, it is startling that there is no proposal for a community theatre in the area.
102	Colina McGarry	Leixlip needs a theatre. The town has a strong history of musicals, stage schools and a well established musical and variety group. A theatre would be an invaluable asset to the people of Leixlip.
103	Orla Maher	<ul style="list-style-type: none">- The LAP should include provision for a theatre. There are many local performing arts groups in the town which are supported by the community however disappointingly the town is one of the only towns in the country with no facilities to support performing arts and theatre.- Leixlip is a strong community with young families, most of whom grew up in Leixlip. It is the responsibility of the LAP to ensure that residential growth and commercial development of the town will ensure that the town thrives and the community can come together. Leixlip is thought of as a developed area, yet there is no community theatre to allow the various groups to come together and perform.
104	Aoife O' Neill	Leixlip needs a theatre.
105	Lynn Brennan	It is disappointing that there is no reference in the LAP to the development and provision of facilities to support the arts and talent of Leixlip. The shows that are staged in the GAA are always full to capacity and are very well received in the community. The lack of a proper theatre in Leixlip prevents the town from developing this area of community development. Many other town around the country of similar size have theatres. Provision for a theatre should be included in this LAP and all future plans.
106	Judy Miller	It is astounding that there is no mention in the LAP about the arts. Leixlip is in need of a community arts centre that includes a theatre. This would be an



Sub. No.	Name	Summary of Issues Raised
		important asset to the community and would attract tourism.
107	Carol Byrne	Leixlip needs an arts centre to provide for all the talent in Leixlip.
108	Andrew Byrne	Leixlip needs a theatre for all the talented young people.
109	Willie Healy on behalf of Rockingham Residents Association	<ul style="list-style-type: none">- Transport Map (Map Ref. No. 1 of LAP) identifies a 'River Crossing Option' connecting Rockingham/Louisa Valley across the Rye River to River Forest Estate. The term 'River Crossing Option' is not defined in the LAP and therefore it is unclear as to what is intended by this objective.- Chapter 8 Movement and Transport addresses key issues such as permeability and connectivity and emphasises the need for improved pedestrian and cycling infrastructure. This submission supports the inclusion of an objective to provide improved pedestrian/cycling connectivity across the Rye River as such a link would be beneficial in improving access to the Leixlip Amenity Centre.- However this submission is totally opposed a vehicular/road link at this location. Previous the residential associations of River Forest, River Forest View and Woodside objected to the provision of a main estate access road (7.3m in width) within Louisa Valley and a bridge crossing and roadway through Rockingham, Louisa Valley and River Forest on the basis of residential amenity and security. The planning permission subsequently granted a road width of 6 metre with direct access to dwellings, which in effect set an engineering standard incompatible with a 'through road'. It is requested that the Council make clear and specific its intention regarding the 'River Crossing Option' in the LAP and that the objective is limited to a pedestrian/cycling link.- Additional concerns raised by Rockingham Residents Association include population, education, heritage, tourism and transport
110	Aoife Aherne	There should be a theatre provided in Leixlip to facilitate the performing arts groups in the town and to bring the community together and attract people to the area.
111	Mary Purcell	Leixlip should have a Centre for the Performing Arts to facilitate the incredible music and drama groups in Leixlip. The Town has no public facilities appropriate to display the performing arts talents of the community.
112	Rachel Fox	<ul style="list-style-type: none">- It is suggested that the LAP should be abolished as it does not consider the youth of Leixlip. The town needs a swimming pool, performing arts theatre and more amenities for young people.- Additional building has to happen in Leixlip towards Confey, however not to the amount that is planned in the LAP. This amount of new housing will create a concrete jungle and will provide nothing for the children.- The heritage of the area must be saved e.g. the Wonderful Barn.- The bus service serving Leixlip is terrible. This issue needs to be addressed in conjunction with upgrading of roads, as additional housing will result in more traffic. Tallaght cannot be accessed from Leixlip via public transport without a large cost and longer journey.
113	Ella Fitzpatrick	Leixlip needs a theatre. The children of Leixlip should not grow up without a performing arts space. Amenities for families need to be provided in Leixlip



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		also.
114	Jacqueline Bunton	It is ridiculous that there is no provision for a desperately needed theatre in the Local Area Plan for Leixlip. The theatre scene in Leixlip is very active and successful and the town is in desperate need for recreational zoning to accommodate the Arts in the town. The provision of a theatre, similar to the Solstice Theatre in Navan would bring great benefit to the community.
115	Aisling Coffey	The Draft Local Area Plan completely ignores the arts in Leixlip and no consideration is given to the existing and future talent of Leixlip. Despite countless amazing performances, the LMVG must perform at the local GAA with inadequate facilities. Leixlip needs a theatre as there is an abundance of talent in the area and it is a shame to let it go to waste.
116	Maria Fallin	It is important to retain and nurture the arts in Leixlip.
117	Declan Purcell	<ul style="list-style-type: none">- Compared to other towns in County Kildare, there is a lack of performing arts public facilities in Leixlip. With in excess of 16,000 residents, it is disgraceful that Arts and Drama Groups, Musical Societies and Groups must seek out alternative spaces to stage their work. Despite such difficulties, Leixlip produces top quality recognised productions.- As a resident of Leixlip since the first wave of development in the early 1970's, it is dispiriting to witness the constant over-emphasis on housing in LAPs, with no consideration for public facilities.- The focus on preserving the built and natural heritage of the area in the Leixlip LAP is welcomed; however there is no provision of development of artistic facilities to cater for the community. This is important to ensure a thriving community and the Local Authority and Public Representatives should no longer ignore this area of development.- The Leixlip LAP must include objectives regarding the artistic development of the area, in particular it should state that a Centre for the Arts shall be developed in Leixlip. Such a theatre should be multi functional/use and designed in such a way that it is flexible to cater for other artistic outlets.
118	Laura McHendrie	A theatre needs to be built to cater for Leixlip.
119	Sheila Brunton	Leixlip needs a theatre to allow this part of the community to showcase the local talent and homegrown arts. The Leixlip LAP must rectify this initial omission and include the provision of a theatre in the final LAP.
120	Fionan O' Carroll	Leixlip needs a theatre.
121	Rian Condron	Leixlip needs a theatre.
122	Adam Hodgkinson	Leixlip is the perfect location for a theatre to serve the town and the surrounding towns of Maynooth, Celbridge and Lucan. It is requested that the Draft LAP is amended to include provision for a theatre.
123	Amanda Fitzpatrick	- Leixlip needs a theatre to provide for the young people in the town. Leixlip lacks community facilities and the provision of a theatre would be good for



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		<p>the community.</p> <ul style="list-style-type: none">- The town needs an improved transport infrastructure including an increased bus service in particular passing the Gleaston area. This area is earmarked for additional residential development in the Draft LAP.- Leixlip needs a swimming pool. The provision of such recreational facilities should be as important as building houses and retail units.
124	Tony Collins	<ul style="list-style-type: none">- Welcomes the proposals contained in the Draft LAP to develop the tourism potential of the waterways, upgrade existing roads and to develop the commercial potential of the area, however these proposals are required to service the existing population of c. 15,000 and not to serve the proposed increase of housing numbers by 30% in Leixlip and an additional 30% at Confey. The proposed additional residential development has the potential to increase the population by up to 9,000 people given that the majority would be occupied by young families.- The proposed increase in housing and population in Leixlip is unworkable for the following reasons:<ul style="list-style-type: none">- No short or medium term plans to increase the number of schools;- The existing schools can only accommodate a moderate increase in numbers;- Insufficient waste water and transport infrastructure capacity;- Proposed upgrades to the road network would only serve the existing population;- Lack of community facilities to cater for the existing residents;- Negative impact on the quality of life for the existing population.- It is unconscionable to consider the development of housing on lands adjacent to the Wonderful Barn. These lands should be developed as a community park, play area and as a tourism attraction. This was acknowledged during the 2016 election campaign and promises made to maintain these lands for public amenity use.
125	Lea Carroll	<p>Leixlip needs a venue to accommodate the performing arts talent in the town. The provision of a theatre would benefit the numerous performances, drama and musical groups established in the town.</p>
126	Maeve Tonwsend	<p>The provision of a theatre or performance arts hall with a stage should be included in the LAP.</p>
127	Siobhán McCabe	<ul style="list-style-type: none">- Objects to the construction of houses on the Guinness lands behind Leixlip Park with access via Celbridge Road as there are two existing schools within 200m on this roadway with a daily student population of 1,200. This roadway is already at capacity without adding extra pressure.- Objects to the construction of a road through St. Catherine's Park as it is one of the few recreational areas in Leixlip and a roadway would ruin the park. An alternative route must be explored.
128	Dalia Prekeviciute	<p>Leixlip needs a theatre.</p>



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
129	Clare Whelan	The LAP must include provision for a theatre to address the lack of accommodation for the arts in town and to support a vibrant active drama and arts scene in the area. It is time that the town has a facility to showcase local talent for use by all members of the community to engage in healthy and safe pastimes.
130	Ciara Brennan	It is about time that permission for a theatre in Leixlip is granted by the Council to support the arts and talent in the area. This would bring the community closer together.
131	Cathal McGing	<ul style="list-style-type: none">- Prior to any additional development, Leixlip needs sufficient facilities to cater for the existing residents, such as a swimming pool and a theatre.- Prior to any additional development, the infrastructure of Leixlip needs to be addressed correctly, in particular the traffic congestion in the village and on the N4. An appropriate traffic and transportation plan needs to be in place before any work commences.- The development of the proposed KDAs will require further community facilities and the need to develop enterprise in Leixlip.- 4 storey units at the site of the Wonder Barn and Gleneaston will ruin the heritage of the area; therefore only 2 storey units should be permitted.
132	Marion Quill	The LAP has no consideration for the Arts and this omission needs to be remedied at the next stage of the process. Leixlip needs a theatre.
133	Colin Walsh	Since the 1970S, Leixlip has been a centre for producing award winning performing arts and shows without the benefit of a theatre. The arts have been neglected, while sports and other activities taking precedence. The LAP must make provision for a theatre.
134	Mary Brennan	This submission agrees with and supports the amendments proposed to the LAP by the Leixlip Community Group (i.e. Sub 519).
135	Edel Whelan	Leixlip needs a theatre to provide for the many performance arts groups and societies within the town. Currently these groups must stage shows in places other than Leixlip. The provision of a theatre would positively benefit the economy and tourism in the area.
136	Anna Spence	Leixlip needs a theatre to provide for the local community and the numerous groups and clubs active within the town. A theatre would greatly benefit the community and would be heavily utilised. Currently shows are staged in the Helix, Mullingar or Scoil na Mainstrach, Celbridge.
137	John Davis	<ul style="list-style-type: none">- The proposal to build a road through St. Catherine's Park is an abomination, destructive, ill conceived and should not be considered by Kildare County Council.- The proposed plan to establish a new residential and community district with supporting infrastructure at Confey represents extreme underhanded opportunism on the part of Kildare County Council and this will not be countenanced by the residents of Leixlip. The infrastructure for this scale of development is absent and it is unconvincing that KCC will put sufficient safeguards in place to ensure adequate provision is made for traffic, noise, car pollution, sewage, drainage and the protection of the environment Many difficulties already exist in Leixlip in relation to inadequate infrastructure and services. These deficiencies need to be addressed prior to any further development.



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		- KCC would do well to engage in a process of consultation and local democracy in they are sincere in the commitment to act in the best interests of the people of Leixlip.
138	Elaine Brunton	Leixlip needs a theatre
139	Philip Byrne	- There is no provision for the performing arts in the Leixlip LAP. This area of community development has been neglected in terms of planning in all of North Kildare. There are at least 20 active groups who would benefit immeasurably from a performing arts facility. A centre for the performing arts would cater for a broad range of people within the community who may not be solely interested in sport or athletics. The amateur drama scene in Leixlip is second only to GAA in terms of active involvement in the town, however there are no facilities to support it in Leixlip. - A performance space/theatre should core to the development of the community in Leixlip and should be provided for as part of the LAP and its construction should be a condition linked to any new housing development.
140	Jordan Donnelly	Leixlip and the surrounding area urgently need a theatre or appropriate space to accommodate drama and musical productions and to foster talent and support the ongoing success of amateur drama in Leixlip.
141	Catriona Gorman	- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i> . Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.
142	Kristen Smith	Leixlip needs a theatre. The LAP should be amended to include plans and a budget for the provision of a theatre to support talent in the town and the wider Kildare area.
143	Amanda Hughes	Leixlip needs a theatre.
144	Susan Donaghy	It is generally accepted that higher densities provide for a more sustainable use of land and services, however it should not compromise creating attractive neighbourhoods that foster a sense of place and encourage interaction between residents. <u>Education:</u> Plans to increase the population from 15,550 to c. 23,000 residents will create a capacity issue in the existing schools in Leixlip. It is noted that lands are zoned to accommodate two additional primary schools and one post primary school. Additional appropriately located lands but not at East Road, Kilmacreddock or Collinstown should be zoned to accommodate population growth. New schools should NOT be located near residential areas. The noise generated from schools is not pleasant environment for residential estates. Furthermore, the provision of crèches in new residential estates is not mandatory and should be relocated to non- residential areas.



Sub. No.	Name	Summary of Issues Raised
		<p><u>Waste Water/ Sewerage:</u> The current and the Draft LAP is noted, however it is imperative that we get a solid commitment that adequate water services are available to service proposed development in the longer term prior to the re-zoning of any lands and/or the granting of any planning permission.</p> <p><u>Traffic and Roads:</u> Proposed KDAs 1- 4 will have a significant impact on traffic congestion in Leixlip and will lead to concerns regarding safety due to the increased pressure on already inadequate road infrastructure.</p> <ul style="list-style-type: none">- While a number of suggested improvements in the LAP on various intersections are noted, a Traffic Impact Assessment must be completed before any development work commences on any KDA. The recommendations of the TIA should be implemented in advance of any development. Addressing each KDA on a case by case basis as proposed is unacceptable.- The current traffic management study carried out on Easton Road is insufficient and was carried out during school holidays. A significant concerns regarding traffic on Easton Road and the R449 is safety.- The models used by the TM Consultants (ARCADY and PICADY used data from base readings along Easton Road and the R 449 roundabout. How can this information be accurate if empirical models or ‘sense models’ are used? It is purely observational rather than logical. ARCADY uses a number of assumptions to inform traffic modelling which may produce false traffic predictions. Signage and signalling needs to be reviewed and less is more approach needs to be applied in this instance. It is considered that traffic readings are not accurate and require revision. The road analysis needs to be completed and recommendations implemented prior to commencement of any development. It is not proper planning that each application/KDA is dealt with on a case by case basis.- A proper review needs to be undertaken which should include a 12 month TIA and a thorough review of traffic planning is needed regarding the development of new routes and access points.- The estimation of traffic flow is incorrect and it is requested that KCC to provide more reliable data to highlight the additional 200+ residents, visitors, crèche, deliveries to this development at Easton Road. <p><u>Transport:</u> The current train service in Leixlip is vastly underdeveloped. Easton Road does not need more buses. The volume of signs on this road is so distracting. Less is more.</p> <p><u>Noise:</u> It is noted that noise resulting from construction sites is dealt with under Section 107 of the Environmental Protection Agency Act, 1992. It is requested that KCC control construction activities by imposing limits on the hours of operation and set noise limits in relation to certain activities. (Refer to BS5228: Part 15).</p> <p><u>Housing:</u> What are the benefits of an ever increasing population? KCC must ensure that sites located close to good existing infrastructure are prioritised e.g. higher densities should be provided along the DART line not in a town that has limited infrastructure and public transport capacity.</p> <ul style="list-style-type: none">- The urgent need for housing should not be a reason to set aside good planning practices. We should learn from mistakes such as Adamstown



Sub. No.	Name	Summary of Issues Raised
		<p>and not repeat it.</p> <ul style="list-style-type: none">- Housing estates should be designed to provide a safe and secure environment for families and children to play. The proposed pedestrian entrances from this housing estate on Easton Road will defeat previous pattern of development and design and will cause anti-social problems. Pedestrian connectivity does not work as have been widely reported across the country. <p><u>Community Facilities:</u> The draft LAP outlines a variety of community facilities/services/ groups, it should be noted however that the current playground at Leixlip Amenities is very small compared to Maynooth, the playground in St. Catherine’s Park is not located within the LAP boundary, BASE is not a playground and is not in Leixlip.</p> <ul style="list-style-type: none">- Where is the long promised swimming pool? There is not mention of it in the Draft LAP whereas it was included in the previous two LAPs.- It appears there are no solid plans to extend the existing community facilities to serve the planned population increase including a new playground and/or extension to existing play areas, land should be zoned for a public swimming pool.- Essential facilities must be provided if Leixlip is to become the ‘growth town for North Kildare’. A lack of adequate social and recreation infrastructure to cater for the existing and planned population leads to serious social problems in places such as Adamstown. <p><u>Built Heritage:</u> It is noted that Chapter 7 and 10 of the draft LAP deal with open space and built heritage respectively and Chapter 6 addresses Tourism.</p> <ul style="list-style-type: none">- The rich history and variety of built heritage in Leixlip is reflected in the Wonderful Barn which was built 1743. Therefore we need to ensure that the parklands of the Wonderful Barn are enhanced to a high quality amenity/ green area to accommodate biodiversity and recreational use. <p><u>KDA 1: The Wonderful Barn</u> needs to be revised to protect the Wonderful Barn and include a car park for visitors. A number of concerns need to be addressed regarding the design and layout of any development in this area. The original LAP stated that apartment and flat roof houses would not be appropriate and any development must protect the key views to Castletown House etc, however this has been excluded from the current Draft LAP. The type of development proposed is insensitive to its setting and is unacceptable, is vehemently opposed and should be addressed.</p> <ul style="list-style-type: none">- The original Draft LAP specified that a minimum of 15% of residential lands shall be ‘open space’ however this has been removed from the current Draft LAP. This is not acceptable and to increase density near such an historical structure should be vehemently opposed.- It is proposed that as part on an integrated tourism attraction that a large playground on the scale of St. Catherine’s Park with an adjacent skateboard park and a picnic area.- The Draft LAP should be revised to reinstate all the text and policies relating to the design and layout of the The Wonderful Barn KDA as per the initial Draft LAP.- It is proposed that a low density development with a restriction of 2 storey dwellings and the provision of 15% open space is specified in the Draft LAP for KDA 1.



Sub. No.	Name	Summary of Issues Raised
		<p><u>KDA 2: Leixlip Castle Demesne</u> including the walls is a protected structure and has Tree Protection Orders in place, however Section 12.2.2 states that sections of the wall may need to be removed facilitate access including along the Celbridge Road. The proposed zoning at this location completed contravenes these protections in place. This is totally unacceptable and the zoning is opposed on cultural and heritage grounds. Considering that Wonderful Barn is already zoned, we need to preserve what is left of the heritage of Leixlip.</p> <p>The initial LAP provided for a minimum of 15% open space on site. This has been excluded from the Draft LAP (Section 12.1.2). This needs to be reinstated to preserve and protect such spaces.</p> <p><u>KDA 3: Glen Easton</u> The initial LAP provided for a minimum of 15% open space on site. This has been excluded from the Draft LAP (Section 12.1.3). This needs to be reinstated to preserve and protect such spaces.</p> <ul style="list-style-type: none"> - Planning permission has already been granted for 200 units at this site. Due to the restrictions on the site due to electricity lines and marshlands, it is proposed that this site should only accommodate low density residential development of 30 units per hectare rather than ‘medium to low’ density. - The Draft LAP seeks to ‘create a built edge to the R 449’. It must be ensured that such development follows good practice and is consistent to that outlined as per the new LAP. The development of 4 storey structures is opposed. <p><u>KDA 4: Leixlip Gate (Kilmacreddock)</u> The initial LAP provided for a minimum of 15% open space on site. This has been excluded from the Draft LAP (Section 12.1.4). This needs to be reinstated to preserve and protect such spaces.</p> <ul style="list-style-type: none"> - It is proposed to include an amendment in the Draft LAP <i>‘To complete a study as per the Kildare Noise Action Plan 2013-2018, on the effect of motorway noise from M4 on KDA 4. Physical alterations to site, changes to proposed location of residential units and sounds barrier to be completed based on study findings.’</i> - Zoning these lands will cause significant traffic congestion on the existing road network. Given the Easton Road already serves 7 housing estates and will be serving KDA 3, it is imperative that the CORRECT TIAs are completed and recommendations implemented prior to commencement of the any development at KDA 4. - The provision of 4 storey development is completed opposed along the R 449. This is not the character of the town and all reference to high rise style development should be removed. This area should not become another Adamstown. <p><u>Residential Densities and Housing Mix:</u> When the previous Leixlip LAP 2002 was reviewed, Section 4.2.1 identified residential densities for various types of development.</p> <ul style="list-style-type: none"> - The Draft LAP lacks detail with regard to the mix of housing types, densities and sizes in each KDA, similar to Leixlip LAP 2002. The over



Sub. No.	Name	Summary of Issues Raised
		<p>development of sites will have an adverse effect on the amenity of adjoining development areas and will give rise to significant traffic congestion, will impinge upon the provision of private open space. It is proposed the indicative densities as per Section 4.2.1 of 2002 LAP are included in the Draft LAP.</p> <ul style="list-style-type: none">- The Draft LAP expressly requires building to be 2 storeys in height along the perimeter with Glen Easton. To do otherwise would contravene the provisions of the Draft LAP and policies of the CDP in relation to apartment schemes.- The 2 storey apartments off Glen Easton Drive are not an example to justify the 3 storey apartment block adjoining Glen Easton estate. Higher density development should be located on the western and southern boundaries of the site as required by the Draft LAP and supported by the CDP. Building heights should not be increased all in the name of higher density.- Normally apartments are provided near employment, cultural, recreational, transportation uses. This is not the case at Glen Easton. The provision of apartments at this location is contrary to the Urban Regeneration and Housing Act 2015 as it will result in overcrowding. <p><u>Pattern of Development:</u> In accordance with the provision of the CDP and the Sustainable Residential Development in Urban Areas Guidelines and Urban Design Manual, consideration should be given to the relationship between residential schemes and adjoining public roads, namely Easton Road and the R449. Where is the infrastructure to support the development at this location?</p> <p><u>Green Infrastructure:</u> A core objective of the previous LAP related to protection of the landscape with particular reference to Leixlip Castle Demesne. The Draft LAP revised this objective to exclude reference to and protection of the landscape of Leixlip Castle Demesne. This is unacceptable and needs to be reinstated to ensure that our Green Infrastructure is protected.</p> <ul style="list-style-type: none">- The previous LAP referred to the prohibition of development that may impact upon TPOs and trees that have a particular local amenity/conservation value in Leixlip. The Draft LAP revised this wording to ‘seek to protect’ such trees. This is opposed and should be reinstated to that of the previous LAP. <p><u>Collinstown:</u> The zoning of lands at Collinstown for employment purposes is supported as it has the potential to accommodate high order employment uses and is therefore less suitable for housing. It is proposed that the Draft LAP is amended to include that the Masterplan for Collinstown is subject to public consultation in order to provide a balanced representation from the community as to how this area should be developed.</p> <p><u>Confey:</u> This is currently a green field area with little or no development. It is noted that the Draft LAP proposes the preparation of a masterplan for Confey.</p> <ul style="list-style-type: none">- It is acknowledged that no plan have been set in stone yet for the new road through St. Catherine’s Park. No feasibility assessment, constraints, mapping or examination of options has been carried out to date and no public consultation has taken place. This is set out in legislation and must



Sub. No.	Name	Summary of Issues Raised
		<p>form an integral part of any decision-making process for the identification and design of any proposed route. St. Catherine’s Park is a very valuable resource for the people of Fingal, South Dublin and Kildare and the objective has been a specific objective in Fingal’s CDP since 2005, it is hard to believe that Councillors did not know that it was a parkland.</p> <p><u>Population:</u> The initial LAP grossly understated the overall population target of 19,734, the new Draft LAP suggest a potential population of up to 23,000. This is a massive growth over a short period and will have a substantial impact on education, waste water, traffic, community facilities and all other areas.</p> <ul style="list-style-type: none">- The need for houses is recognised however it is imperative the correct infrastructure combined with essential community facilities are reviewed properly and implemented effectively.- It must be ensured that the serious issues contained in this submission are addressed in the Draft LAP, otherwise these extensive residential developments will be built and community of Leixlip will suffer. <p><u>Connectivity/Permeability:</u> The original submission relating to connectivity and permeability regarding the initial Draft LAP and changes arising from this submission are noted.</p> <p><u>Healthcare:</u> The initial LAP included reference to ‘a planning application for a New Primary Care Centre’. This reference has been excluded from the Draft LAP. This should be reinstated.</p> <p>This submission supports Leixlip Community Group</p>
145	Bianca Barton	Leixlip needs a theatre
146	Amy Watkins	Leixlip needs a theatre
147	Paul Byrne	Leixlip needs a theatre space. The area has been a long established centre for the arts despite the absence of any proper facilities. The LAP should urgently rectify this omission.
148	David Lavin	<ul style="list-style-type: none">- Expresses deep concerns in relation to the development of Confey and the proposed road through St. Catherine’s Park. The proposed development of this size should be built inside the M50, not in a village that is pinned down with poor infrastructure. The provision of potential 2,000 additional units in Confey alone is an excessive number of houses for the size and infrastructural constraints of Leixlip for the following reasons:<ul style="list-style-type: none">- The existing traffic congestion in Leixlip and towards the N4 from 08.30 to 17.30 is excessive;- Both of the train stations serving Leixlip are rammed at peak times;- It is almost impossible to gain a place at any of the local primary schools.- A road through St. Catherine’s Park will destroy the entire area and parkland with noise and pollution impacting on the people of Leixlip.



Sub. No.	Name	Summary of Issues Raised
149	James Conolly	<ul style="list-style-type: none">- Expresses serious concern regarding the Wonderful Barn and the surrounding green spaces. This area provides a great amenity to the local residents of Rinawade Estate and the wider town and an environment that provides value to the area. There are serious concerns regarding the nature of the development is proposed in the area and the infrastructural constraints that will adversely affect the area.- Section 12.1.1 (KDA: The Wonderful Barn) proposes two pedestrian/cycle access routes off Barnhall Drive and Rinawade Lawns. These are cause for concern as the need for an access point to new development from a private residential estate is unclear. There will be an increased volume of pedestrian and cyclist traffic through Rinawade and potential for car parking by people wishing to access the Wonderful Barn. The existing boundary hedgerow between Rinawade and this proposed new development which provides screening, shelter for wildlife etc should be maintained and improved where it has become damaged through unofficial access to the Wonderful Barn. This hedgerow should not be replaced by a wall.- There is potential for increased litter and dog litter on footpaths in Rinawade if there is an access to Wonderful Barn.<ul style="list-style-type: none">• The access from Rinawade to Wonderful Barn appears to have little amenity value to either area as it is in a remote from the estate entrance and would sever an existing green play area.• The access could potentially increase anti social behaviour by young people from other estates which is already an issue in Rinawade.• The proposed development of KDA 1 with 2 storey houses at 35 units per hectare would have a negative impact on the amenity value of the National landmark of the Wonderful Barn.• The LAP appears to propose additional housing (c. 3,315 units) in all of the remaining green spaces in the town. Therefore there are concerns raised in relation to:<ul style="list-style-type: none">- A lack of adequate transport, environmental, education and community infrastructure in the town.- Further traffic congestion in addition to what is already experienced along the Easton Road/ Green Lane/ Leixlip village/ M4.- A negative impact on the quality of life for Leixlip residential to the unsustainable development of a small town.
150	Sarah Smyth	Leixlip needs a theatre. It is an investment for children in arts and drama.
151	Knockaulin Residents Association	<ul style="list-style-type: none">- Significant traffic will be generated by KDAs 1-4 which will put pressure on existing roads and schools.- There is a long standing problem with sewerage in the Celbridge Road area and it is inconceivable that further development could proceed in the absence of a sustainable resolution.- Schools are operating at full capacity and there is no provision in the plan for additional facilities.- Knockaulin has not yet been taken-in-charge by KCC. It would be prudent for existing TIC applications to be completed prior to further developments in the area.



Sub. No.	Name	Summary of Issues Raised
152	David & Sharon McGee	<ul style="list-style-type: none"> - There must be a commitment in the plan to zone land for new schools to accommodate additional requirements. - The 4 no. KDA’s will have a significant impact on traffic congestion, which will cause safety issues. A Traffic Impact Assessment must be completed before any work commences on any KDA to assess cumulative impacts. Recommendations from TIA’s must be implemented before works commence. It cannot be on a case by case basis. - There are no solid plans to extend the community facilities in line with population increase. Land should be zoned for these specific purposes (pool, playground). The objective to promote the development of a swimming pool, as was contained in the previous LAPs, should be reinstated. Planning for social infrastructure is important to prevent anti-social problems. - The parklands at The Wonderful Barn must be enhanced to a high quality amenity area/green space for biodiversity and recreational use, and protected from the zoned land. Promoting The Wonderful barn as an integrated tourism attraction should include a large playground/skatepark and a picnic area. - The following should be reinstated into KDA 1: “Apartments and flat roof houses would not be appropriate in this area”; “Building layout must have regard to the need to protect key views within the site, namely those from Castletown House, from inside the Celbridge Road entrance, and from within the existing residential developments”; “To provide a minimum of 15% of the residential lands as Open Space”. To minimise the visual impact of new development on the built heritage asset, the proposed development needs to be low density and no higher than 2 stories. - This submission opposes the zoning of Leixlip Castle Demesne on cultural and heritage grounds. - The 15% minimum Open space requirement must be reinstated. - The revisions made to the Green Infrastructure objectives should be reversed to give greater protection to trees. - Supports Collinstown as a digital hub for North Kildare for the following reasons: the lands are strategically located and highly accessible; it has potential to facilitate a critical mass of high order employment. The Collinstown masterplan should be open to public consultation. - KDA3: This site should only accommodate low density housing of 30 units per hectare. There should not be 4 storey development along the R449 as this will be an eyesore. - KDA4: Traffic congestion caused by new zoning will be a huge issue; a TIA must be completed and recommendations implemented in advance of the commencement of KDA4; there should not be 4 storeys along the R449 because high rise is out of character with the town; a new stipulation should be included requiring a study to be carried out on the effect of motorway noise from the M4 on KDA 4. - The masterplan for Confey should be subject to public consultation similar to the masterplan for Collinstown.
153	Fiona Holmes	Leixlip needs a theatre.
154	Denis Guinee	Leixlip needs a theatre.
155	Kerstin Glueck	Leixlip needs a theatre to get young and old involved in their community. There are many benefits to the local economy also.



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
156	Lisa Duncan	Leixlip need s a theatre.
157	Gary Harpur	Leixlip need s a theatre.
158	Elaine Mooney	Leixlip need s a theatre.
159	Mark Ward	<ul style="list-style-type: none">- Not in favour of the Riverforest Link Road as it would deprive residents of a large green area which is used daily by children and families. A link road here would cause congestion at peak times.- There should be no road through St. Catherine’s Park as this is a valuable amenity for all people of the local and surrounding area. A road would destroy sporting facilities and a beautiful park.- The best option to develop Confey is to provide a new link road via Kellystown Lane to the N4 and a new wider bridge with two way traffic. A roundabout would be required at the library.- Why are the following lands not considered for development: from the Salmon Leap to the Spa hotel (they are near the town and the N4); lands on the link road between Intel and Celbridge; land east of St. Mary’s Park that surrounds the Liffey Valley Hotel; the land along the banks of the Rye near the Distillery apartments or the rear of Confey College.- Annoyed at lack of social media coverage for the plan and lack of posters in the Confey area.
160	Barry Donaldson	There is a dire need for a theatre in Leixlip / Maynooth / Celbridge.
161	Celene Myles	<ul style="list-style-type: none">- The Leixlip Plan must include the provision of a theatre in its final version.- There should be no road through St. Catherine’s Park.
162	Angela Rawat	Leixlip is long overdue a theatre.
163	Robert Cullen	Plans for a new road across St. Catherine’s Park and the Liffey Valley would have a terrible affect on traffic problems and on the amenity of the park.
164	Ross Murray	Leixlip needs a theatre. Groups and societies in Leixlip are widely recognised and acclaimed for their work in the arts. North Kildare would benefit massively from such a facility. The Arts help build a sense of community and foster local talent, creativity and home grown arts.
165	David Farrelly	Leixlip needs a theatre. Groups and societies in Leixlip are widely recognised and acclaimed for their work in the arts. North Kildare would benefit massively from such a facility. The Arts help build a sense of community and foster local talent, creativity and home grown arts.
166	Karl Harpur	Leixlip needs a theatre.
167	Bobby Harpur	Leixlip punches above its weight in the performing arts with a vast array of groups and organisations, achieving success without any purposeful venue available. Now is the time for KCC to deliver a theatre for the community, especially with propsoals to increase the town by 70%.
168	Collette Murphy	Leixlip needs a theatre.



Sub. No.	Name	Summary of Issues Raised
169	Sinead Murphy	There are numerous theatre groups, drama groups and dance academies that need a theatre in Leixlip.
170	Patrick & Bernadette Burgess	<ul style="list-style-type: none">- The scale of zoning at Confey is objectionable.- The Alternative Development Strategies considered in the SEA indicate that Confey has a history of flooding. This introduces a high infrastructure risk and would contravene objective IO3.2 of the plan.- Section 4.1: The impact on existing residents in the Confey area is not specifically stated for consideration.- There is no mention of consultation with the Royal Canal Amenities Group.- There is uncertainty regarding timely delivery of infrastructure. There may be delivery risks and dependencies here.- An eastern link road through St. Catherine's Park would be close to designated heritage sites, Leixlip Manor, and impact negatively on beautiful tranquil park area. This would contravene objective MTO3.6 also.- Alternative 4 in the SEA is excluded as it allows for the protection of St. Catherine's Park and Leixlip Manor and protects its biodiversity and natural heritage. An eastern link road would have the same impact. There are bats in St. Catherine's Park, protected by Irish and EU legislation. Their habitats would be impacted by a road.- Road access Option 6 in the Outline Transport Assessment Route Map should be considered as an alternative.
171	Carmel Grant	Leixlip has a strong link to the arts with great drama and musical groups. It would be fantastic to see something for the arts in the plan, such as a set community venue with a proper stage and facilities. This will enhance Leixlip and make it a better place to live.
172	Aimee Kearney	Leixlip needs a theatre. It is dripping in drama, music etc. and needs proper facilities to facilitate it.
173	Mary Pears	Leixlip needs and requires a Theatre and Arts Centre for the performing arts. It has been promised a theatre since the 1970s. It must be a priority now.
174	Niall Coffey	Leixlip needs a theatre to encourage youth to take up the arts.
175	George Murray	There should be no houses built in the eye line of The Wonderful Barn. It should be turned into a major tourist attraction rather than allowing housing on it.
176	Peter Fitzpatrick	Leixlip needs an arts centre/theatre to support local arts community.
177	Caoimhe Cummins	Leixlip needs a theatre to keep the Arts alive.
178	Orlagh Murray	This submission objects to houses being built so close to The Wonderful Barn, which dates to 1743. It is part of our heritage, linked to Castletown House, and the area surrounding it should be preserved for future generations to enjoy.
179	Jason Harlow	<ul style="list-style-type: none">- The quantity of additional units proposed under KDA1 and KDA 2 would challenge the objectives for promoting urban centre and retailing due to the limitation of the size and structure of the town.



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- The plan does not address the need for additional connections to the M4 prior to the development of the KDAs. An additional connection on the Celbridge Road should be made mandatory in advance of 50% of the projected incremental housing units in the area.- KDA 1: The only access from KDA 1 to the M4 is via Castletown Estate or Leixlip Village. This will cause traffic congestion and raise safety issues. Existing views of the Wonderful Barn should be protected. Building heights should be restricted to two storeys. Privacy should be maintained. Boundary lines should be protected and secured, prior to the commencement of any works.
180	Bert Carruthers	Leixlip needs a theatre.
181	Aoife Sullivan	Leixlip needs a theatre.
182	Sean Cronin	Leixlip needs a theatre.
183	Mary Howard	<ul style="list-style-type: none">- Leixlip needs a theatre and swimming pool.- St. Catherine's Park should be retained as is, with no link road to the N4 or further zoning at Confey for houses. The existing zoned land at Kilmacraddock should be utilised instead.- The completion of the wastewater treatment should be prioritised to eliminate ongoing sewage smells in the village.
184	Emma Sweetman	A theatre should be added to the vision for Leixlip to help showcase local groups, schools and societies in their home town.
185	Ciara Mc Cormack	There is nothing in Leixlip for the Arts. An old building could be redesigned to house a theatre/art gallery/ studio spaces etc. which would make Leixlip a nicer place to live and offer alternatives for a night out.
186	Niamh Farrelly	There are no plans for a theatre in Leixlip, just plans to build on green and historic areas. No thought has been given to the extra amenities needed for all the extra housing.
187	Karina Power	Leixlip needs a theatre.
188	Lorraine Grange	Leixlip needs a theatre.
189	Dee Grehan	St. Catherine's Park is a much needed amenity in Leixlip and to put a road through it bringing noise and pollution is unacceptable.
190	Paul Farrell	Leixlip needs a theatre.
191	Dave Lundy	Leixlip needs a theatre.
192	Aidan Jordan	<ul style="list-style-type: none">- Objects to KDA's 1-4. The existing population of Leixlip needs more investment in infrastructure and services before additional housing is considered, as follows: Glen Easton needs another pedestrian crossing; no school warden at Scoil San Carlo; no ambulance; inadequate Garda service; no swimming pool; insufficient play facilities; the Royal Canal towpath needs re-surfacing; traffic congestion will be worsened; how will construction traffic get to Confey when there's a weight restriction on the bridge; what effect will 500 houses have on The Wonderful Barn; what effect will KDA2 have on the Liffey



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		river green belt? - Objects to the destruction of St. Catherine's Park to facilitate a road and the Confey masterplan. An alternative access is through Intel over the Rye River. - Objects to KDA 1 and KDA 2 as The Wonderful Barn and Leixlip Demesne are important historic structures and should be protected. These areas should be zoned as parkland with a footbridge over the motorway linking the Barn to Castletown and call it 'Desmond Guinness Park'. - A detailed history of Leixlip Castle from its construction in 1172 is given.
193	Aisling Curtin	The plan should help keep the Arts alive in Leixlip. It is a historical cultural village that has been home to many artists/musicians over the years.
194	Alex Quigley	Full consideration has not been given to the Castletown estate in the plan. It will be used by through traffic. The fear is additional traffic will cause an accident to pedestrians. It was not designed for current levels of traffic and new developments will exacerbate this.
195	Blathnaid Nicholson	We need a theatre to accommodate the Arts to showcase local schools.
196	Joanne Keane	Leixlip needs a theatre to develop community links, enrich cultural choice and add a draw for tourists.
197	Elaine Morrison	Leixlip needs a theatre.
198	Aideen Lee	- A full assessment of Confey must be carried out before new housing plans. Infrastructure must be put in place beforehand to deal with traffic and schools. The park should be left intact as a recreational amenity. - Leixlip needs a swimming pool. - Natural heritage sites, such as the Castle and Wonderful Barn, should be protected.
199	Karl Cassells	Leixlip needs a theatre and an Arts centre.
200	Rita Tighe	There is no reference in the plan to the performing arts. There are many societies, groups, stage schools successfully operating in the area which complement each other. A purpose built theatre would be the realisation of a dream.
201	Moya Ni Cheallaigh	Leixlip is hopping with artistic endeavours: musical society, orchestra, choirs, visual arts, writers groups. Leixlip needs an Arts Centre.
202	Maeve Kerrigan	Leixlip needs an Arts Centre and Theatre. See 'Creative Ireland 2017-2022'.
203	Brian Tighe	The draft plan makes no reference to the performing arts. Leixlip needs an Arts Centre and Theatre. Funding is not the issue at this time and should not be allowed to shape the plan.
204	Alison Field	This submission does not want a road through St. Catherine's Park, a link road between the N3 and N4 through the park, for the park to be divided at any point, bridges over the Confey Road/Royal Canal/ Railway line/River Liffey/Liffey Valley, the Confey Masterplan or development that would require a road through the park. The submission objects to extra air and noise pollution inside and outside the park.



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

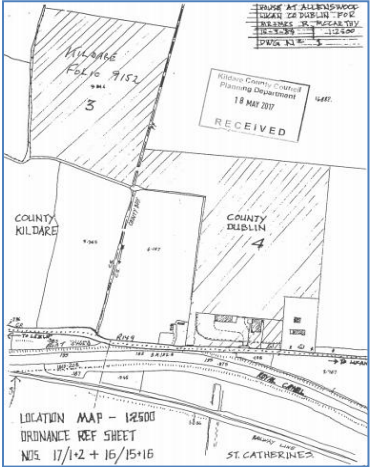
Sub. No.	Name	Summary of Issues Raised
205	Merissa Guest	<ul style="list-style-type: none">- Before building all these new houses, there needs to be appropriate infrastructure in place.- Leixlip needs a theatre.
206	Deborah and Rodof Karkman	This submission does not want a road through St. Catherine's Park, or air/noise pollution from traffic. We use the park every weekend and are very proud of it.
207	David Drinkwater	<ul style="list-style-type: none">- Infrastructure needs to be in place before any land is zoned residential. The rural nature of Confey will be destroyed. The residents of Glendale will be at the loss of a green area maintained by them for years. The Confey GAA will be affected too. Confey is contingent on the proposed road by Fingal through St. Catherine's Park. If Confey goes ahead this will be a big urban satellite town in the future.- The density of houses at The Wonderful Barn is too high.- Leixlip will become a traffic nightmare for all residents.- The HP site should be evaluated before decisions are made on Collinstown. This could be a much better and cost effective option for housing in Leixlip.- Preserve our heritage and do not ruin Leixlip because it borders Dublin.
208	Allan Dunne	This submission does not want a road through St. Catherine's Park, a link road between the N3 and N4 through the park, for the park to be divided at any point, bridges over the Confey Road/Royal Canal/ Railway line/River Liffey/Liffey Valley, the Confey Masterplan or development that would require a road through the park. The submission objects to extra air and noise pollution inside and outside the park.
209	Gerry Dunne	This submission objects to a road through St. Catherine's Park, to the park being divided at any point, to bridges over the Confey Road/Royal Canal/Railway line/River Liffey/Liffey Valley, to extra air and noise pollution inside and outside the park, to the Confey Masterplan and to any development that would require a road through St. Catherine's Park.
210	Noelle Dunne	This submission objects to a road through St. Catherine's Park, to the park being divided at any point, to bridges over the Confey Road/Royal Canal/Railway line/River Liffey/Liffey Valley, to extra air and noise pollution inside and outside the park, to the Confey Masterplan and to any development that would require a road through St. Catherine's Park.
211	Barry Mahady	<ul style="list-style-type: none">- Objects to building more housing in Leixlip as infrastructure is inadequate.- Sewage system is at capacity, foul odours and overflowing as a result. This is a health and safety issue for residents and Street, Pound Street and Buckley's Lane.- Proposals are encouraging urban sprawl and the Plan contradicts itself, seeking to protect biodiversity and the environment but are seeking to lose the undeveloped lands at Confey.- Land at Confey is Leixlip's last area of outstanding, unspoiled natural beauty where farming has been a mainstay for centuries and it acts as an unofficial



Sub. No.	Name	Summary of Issues Raised
		<p>'green belt' Lucan, Clonee and Clonsilla. The 'Moor of Meath' circuit is used daily by walkers, runner, cyclist and hunters and is a valuable asset and Confey Castle is a pre-Anglo structure and would be out of place surrounded by housing. The plans for Confey show a lack of consideration for wild animals (foxes, wild deer (Irish Wildlife Act 1976)).</p> <ul style="list-style-type: none">- Surface water would likely end up in the Silleaseachain stream down to Mill Lane. Extra surface water would put further pressure Mill Lane. Mill Lane already floods. Issue with water supply and pressure for proposed houses.- Objects to through road as it would destroy St. Catherine's Park and Black Avenue and would encourage more traffic. Also objects to the proposed road through Riverforest Estate which would turn the estate into a rat run and further increase traffic to Captain's Hill. (Sub 211 Ch 8)- Objects to replacing the historic Cope Bridge- Objects to the amount of signs erected at Arthur Guinness Square.- The area known as Roantree Linear Park named after Fenian Major William Roantree has no sign indicating this. Would like a sign to highlight this.- Objects to the erection of an Arthur Guinness monument on Main Street/ and any other Guinness paraphernalia in the town historical link between Guinness and Leixlip. Guinness is not unique to Leixlip as it can be found all over the country.- Objects to ugly boardwalks being erected along the River Rye and the Liffey as they are too expensive to erect and maintain and are prone to vandalism.- Objects to the proposal connecting the Rye River walkway to the Main Street as it will lead to anti social behaviour.- Supports proposals for extension to Confey Graveyard.- Queries why Newtown House (Old Library) is not a protected structure.



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
212	Robert Mc Carthy	 <ul style="list-style-type: none"> - We are shocked with the scale of the plan for the Leixlip area. - Fingal Development Plan shows a motorway from the M3 to the M4 which goes through our property in Confey / Allenwood. This project has serious concerns regarding pollution, noise, emissions, etc. Are there no plans in the Leixlip LAP for such a motorway? Can you confirm that this objective has been removed from the Fingal Development Plan? - The plans for the massive housing development show no update for this very large project for road improvement etc. to Leixlip, Maynooth, Celbridge, Lucan. - It is suggested that KCC should meet with Fingal and consider another motorway west of Leixlip which would safeguard St. Catherine’s Park. - Invest in public transport to reduce traffic on our roads.
213	Eugene O’ Neill	<p>This submission is concerned that new development on the Barnhall lands will impact negatively on the amenity of their home in Castletown. Of particular concern is the visual impact of new buildings and security. An appropriate wall/fence should be constructed along the boundary on the developer’s side of the existing drain. The drain contains water for 2/3 months every year and will require to be cleared of vegetation.</p>
214	Mike and Angela Parle	<ul style="list-style-type: none"> - This submission seeks an Agricultural zoning of 12.8 hectares of land at KDA 2 Leixlip Demesne. The topography of Leixlip is unique; it rests in the Liffey/Rye River basin resembling a bowl. Most development over the past 60 years has been along the rim of this bowl with no provision for a ring-road. The planned increase in population will make it impossible to travel efficiently through the town. - It’s an enormous mistake designating Leixlip as a ‘Large Growth Town’ in the RPG’s in the first instance. Existing infrastructure is already under severe pressure. It is nonsense to zone land for an additional 3300 houses. - Leixlip Castle and Demesne are listed for protection in the Kildare County Development Plan and what remains of the demesne should be fully retained. Zoning now will set a precedent for future zoning of the demesne. - KDA 1 and KDA 2 will put pressure on the Celbridge Road in terms of traffic volume and traffic hazard. This road is already extremely busy from schools, the church, parish centre, neighbourhood centre, shops, 6 no. existing housing estates and Hewlett Packard. The 90° bend on the road is very dangerous and has never been improved.



Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- KDA 2: Opening up the rear of existing houses to pedestrians/cyclists would be a security risk to Leixlip village.- KDA2 would result in adverse visual impact and undermine the integrity of the Castle and Demesne.- KDS 2: Existing views would be diminished.- Existing services cannot cope for such rapid expansion, in particular roads, sewage, water, educational and leisure facilities. Build it right.
215	Noel Chambers	<p>Objects to the re-zoning of Confey on the following grounds:</p> <ul style="list-style-type: none">• The scale of development proposed would result in major traffic and congestion problems along R149, Cope Bridge, Captain’s Hill, Main Street which are already struggling to cope and have limited scope for improvement.• Confey Rail station is already operating at capacity during peak hours. There is no scope for additional services to operate in the short or medium terms. The scale of community resulting from this proposed plan will impact on existing rail users.• Schools are already at capacity and would not be able to cope with the scale of proposed population. A school appears to be proposed in the Confey area, it is not clear if it is primary or secondary and funding proper planning for the school does not appear to have been considered.• Confey GAA would have to be altered under these proposals, which is in contradiction to the Council’s desire to increase public amenities.• Large electrical faults are common in Leixlip and appears to be due to demand in the area. The creation of a new community in Confey will require substantial investment in ESB infrastructure.• A large proportion of the land at Confey is in a flood risk zone which will present challenges for homeowners.• The benefit of new access points from the proposed area into Riverforest and Glendale via overbridges is questionable as most people will want access to the main part of Leixlip via Captains Hill, and they will lead to anti-social behaviour.• The proposed footpath/cycle path through the Riverforest green area will significantly reduce the open green area and would serve no purpose.• Any efforts to remove or alter the green area that is St. Catherine’s Park, or provide a road, is opposed.• The Transport Plan shows a route from the proposed area into Riverforest to provide an additional route towards Main Street. This will create traffic congestion and hazard and eliminate the only large open green area in Riverforest. Another route is proposed via St. Catherine’s Park which would be devastating. Open spaces need to be protected.• If the Confey lands are rezoned their proximity to the Fingal and Meath borders could lead to similar re-zoning in those areas. This would increase the residential area further into those counties. KCC should take that scenario into consideration.• The Confey lands should not be rezoned in the absence of the publication of the Masterplan, it is difficult for existing residents to understand and anticipate what will happen in the event of re-zoning in the absence of a single finalised option.



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">There needs to be a guarantee of funding in advance of any decisions being taken; the source of funding for many of the matters to be overcome is not clear or guaranteed.
216	Bernadette Murray	There is no reference in the draft LAP for The Arts. Leixlip has an abundance of groups heavily involved in the arts.
217	Mary Jackson	It is time for a theatre in Leixlip. The St. Mary's GAA hall in Green Lane is not big enough any longer to sustain the industry that is booming in Leixlip.
218	Neil Caldwell	It is time for a theatre in Leixlip. The St. Mary's GAA hall in Green Lane is not big enough any longer to sustain the industry that is booming in Leixlip.
219	Noel Cosgrove	This submission opposes KDA 2 as it is unsustainable; access via the Celbridge Road is inadequate; existing traffic levels will be worsened and will lead to congestion, especially in conjunction with KDA1 and existing schools; increasing traffic levels would be dangerous to public safety.
220	Orla Mathews	<ul style="list-style-type: none">- This submission objects to 1700 new houses planned in KDA1-4 without any reference to public transport being improved on the Easton Road/Green Lane.- The plan does not provide for a school in west Leixlip, despite the 1700 units proposed on that side of the town and given the young family population in the area. It is incredible that a primary school isn't being provided. No multi-denominational school is proposed and this should be included in the development plan.- The plan doesn't include a park or playground that is accessible by residents on the Green Park, Easton or Celbridge Road.- The industrial zoning at Collinstown will increase traffic congestion on the adjacent dual carriageway and make walking access to the playground at the amenities centre a serious risk. There should be a plan to create a safe pedestrian access to the amenities centre or build a new park/playground for West leixlip. This submission objects to the Collinstown zoning.
221	Fiona Fennelly, Brenna Performing Arts School	Leixlip needs a theatre to facilitate this vital part of community-life foster and showcase local talent, creativity and home grown arts. The plan must include provision for a theatre in the final version. Creative communities and active citizenship.
222	Rachel Henderson	The existing parkland around the Wonderful Barn supports community green infrastructure and community well-being. It is educational in terms of architecture, archaeology and nature. It is used by all ages as a safe leisure area on fabulous parklands with beautiful views. The community comes together here. It should be protected for heritage and maintained for community use for generations to come. Dense housing is not suitable here.
223	Leixlip Planning Alliance	<ul style="list-style-type: none">- The LAP must include the 700 houses planned in the Collinstown Development Plan 2012-2016, which would increase the total number of houses to 3850. This would increase the population by approx. 75% without massive change to infrastructure.- Transport: It could give rise to 3000 additional cars on the road network. The realignment of Kellystown Lane is not sufficient. A total upgrade of the R149 would be a minimum requirement.



Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- Population: The Collinstown residential lands are no included in the core strategy figures. The Core Strategy must be clarified. The Kildare Plan seems to grossly overstate the housing need and requires amendment.- Confey: In the absence of the detail of a masterplan, it is impossible, given the infrastructural constraints, to consider if such large scale development is possible at this location. Cope Bridge cannot accommodate two-way traffic. Given the proximity to Meath and Fingal, further developments nearby could happen. The masterplan must be prepared in advance of zoning and it must deal with infrastructural deficiencies.- Road Infrastructure: Captain’s Hill is already heavily trafficked with housing estates, schools, shopping centre, etc. The upgrade of Kellystown Lane would be insufficient on its own.- The phrase ‘timely provision of infrastructure’ must be challenged as there is little evidence this will be achieved. There is no swimming pool, no bring centre, lack of car parking. Garda, HSE, Tusla and other services are lagging behind other parts of the country. Hard commitments are required.- Flooding: No reference is made to Mill Lane, which was most affected by the severe flood in 2002. The new housing in Confey will pose a flooding risk and a new volume in the Silleachain River which it would be unable to carry.- Leixlip Demesne: Any development on the grounds of the Castle would destroy the demesne, will undermine the protected structure and this should be excluded from the plan. If this proceeds, it is unclear how pedestrian access through existing estates will be achieved without compromising security (i.e. Wogansfield/Highfield Park)- Access and traffic: The Celbridge Road is already heavily trafficked with many housing estates, schools, neighbourhood centre, HP, Clubs. The addition of KDA 1 and KDA2 will create another traffic conflict and put pressure on entrances to housing estates.- The Wonderful Barn: It has potential to be developed as a visitor centre, with public parking. It’s one of a kind in Europe and its tourist potential is amazing. The pedestrian link with Castletown House should be re-established. Traffic will be an issue on the Celbridge Road and this needs to be considered in the context of the Transportation objectives in the LAP.- Easton Road (Leixlip Gate): Easton Road is already busy with several housing estates accessed from it. There will be road safety issues from new development here. New entrances onto the R449 would be undesirable. It is difficult to see how new development would harmonise with existing housing.- KDA3: A small part of this KDA was excluded from Kilross planning application. It is unclear what use is intended for this.- Collinstown: The development of Collinstown as a Digital Hub is a good idea. This is the only area capable of producing new jobs. We are adverse to any suggestion that houses be included on this site.- The lack of public car parking undermines Leixlip Village and needs to be urgently addressed.- A swimming pool at Leixlip Amenities must be included in the plan. Sporting Clubs must also be evaluated for capacity. A proper designed playground is



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		<p>also required.</p> <ul style="list-style-type: none">- The telecommunications mast at the former ESB building must be relocated as it dominates the skyline. - Transport/Movement: A bus service between Leixlip and Celbridge is required. New developments must consider bus based public transport with NTA involvement. Locations for bicycle parking and storage facilities are also required to promote sustainable travel.- Water/Wastewater: Specific time related infrastructure developments must be included in the masterplan. - Leixlip needs to develop as a community and a nice place to live. This should take place before, not after development. Infrastructure must not come last.- The plan seems to ignore the Special Area of Conservation (SAC) for Leixlip Castle Demesne.- The plan is excessive in relation to house numbers and population growth, deficient in infrastructure and not conducive to proper planning.
224	Andrew Connolly	<ul style="list-style-type: none">- Objects to the zoning of land at Confey for new residential development for the following reasons: it will put intolerable pressure on local road infrastructure; little consideration has been given to roads/schools/public transport/amenities/youth facilities; Confey is already a traffic bottleneck in addition to recent developments in Clonnee and Blanchardstown; the trainline is already at capacity.- What systems and funding are in place to ensure that infrastructure and services are delivered in a timely way.- The lands are on the border of Fingal and Meath County Councils and re-zoning these will encourage further development in both areas, adding pressure on the road infrastructure in particular.
225	Shane Smith	<ul style="list-style-type: none">- Objects to the Confey proposal for the following reasons: Housing shortages are in Dublin, not in Leixlip; existing plans need to be effected before beginning new ones (i.e. Collinstown Area Plan 2010 never happened, Adamstown is only 13% occupied); the plan doesn't address missing recreational facilities which should be put in place for the existing residents first; public transport is already substandard and KCC has no authority to address this; Captain's Hill is already at capacity with traffic; KCC cannot address policing services in Leixlip and the plan would lead to deteriorating policing ratios; there is no provision for increased schooling.- The plan does nothing for to improve the quality of life for Leixlip residents and should be scrapped.
226	Emma Connolly	<ul style="list-style-type: none">- This submission objects to the zoning of land at Confey for new residential development as there are other areas better equipped to handle the growth, such as Collinstown. The reasons for objecting are: it will put additional pressure on local infrastructure of roads/schools/public transport/amenities/youth facilities; Confey is already a traffic bottleneck and public transport needs to be dramatically improved. Infrastructure must be put first.- The train system needs to be reviewed and improved as driving will not be the answer for people getting into the city.- Do not ignore the social problems that arise from few youth amenities- What systems and funding are in place to ensure that infrastructure and services are delivered in a timely way.- The lands are on the border of Fingal and Meath County Councils and re-zoning these will encourage further development in both areas, adding pressure



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		on the road infrastructure in particular.
227	Eamonn Olwill	<ul style="list-style-type: none">- Access to The Wonderful Barn lands is a huge issue locally. Traffic must be directed away from Castletown Estate. There are 3 alternatives: existing traffic to turn right over the Liffey Bridge towards Young's Cross; existing traffic to turn right and right again through HP; existing traffic to go through Rinawade to join Easton Road.- Housing development at The Wonderful Barn should be carried out in accordance with the conditions attached to planning permission 05/182. Surface water drainage adjacent to 221-228 Castletown should be treated carefully as the drain is partially clogged and this causes waterlogging. Traffic congestion in Castletown has worsened. Traffic generated by new development on the Celbridge Road should be funnelled away from existing estates.- The road system in Rinawade appears that access to later developments in the direction of The Wonderful Barn is intended. This should be considered as a funnel route to take new development away from the town towards the by-pass.- Options for The Wonderful Barn complex have not been considered. A Discovery Park idea should be included with a theme (e.g. The Great Famine).- In the context of the future development of The Wonderful Barn, the reinstatement of the physical link to Castletown House by a foot bridge/cycleway over the bypass should be considered as advantageous to both. With HP, the bridge should be located further west.- The tree-lined avenue to the north of Castletown affords a clear view of the Wonderful Barn but would need considerable pruning. If this is a matter for the OPW, representations should be made as an important heritage aspect is being missed.
228	Jim Curran	There needs to be an Arts Centre and theatre in Leixlip to accommodate huge amounts of local groups. This is a vital part of community life which will foster and showcase local talent, creativity and home grown arts. A theatre must be included in the final plan.
229	Leixlip Youth Project	Designated youth spaces should be added into the plan to cater for the needs of young people so they can engage in formal and informal youth work. Youth activities, such as developmental youth services, youth groups, special interest groups, youth cafes, drop-in spaces can more easily become a reality for the 10-21 age group. These designated spaces would be purpose built and should be required to be provided in each KDA.
230	Tom Byrne	The plan should be amended to include the provision of a building dedicated to the performing arts and to acknowledge existing and historical local providers of the performing arts. This must be rectified in the final document.
231	Patrick Hogan	<ul style="list-style-type: none">- As a resident of Glendale since 1982. The only road improvement in the area has been the one-way traffic flow over Cope Bridge which has made access safer rather than facilitating traffic movement. The impact of traffic from Confey College, bus traffic and heavy goods vehicles is a critical consideration, with residential traffic at a standstill at certain times. To consider expanding the population by 8600 is a fantasy.- Poaching hard fought parkland in community use for a road will be resisted by the community.- Objects to any road being built through St. Catherine's park as this is a shared amenity which should be protected.



Sub. No.	Name	Summary of Issues Raised
232	Sara Curtin	Leixlip needs a theatre.
233	Anne Walsh	Leixlip needs a theatre centre for locals
234	John Fitzgibbon	Leixlip needs a multi-purpose theatre. The benefits would be: provision of high standard entertainment through the Arts; provision of an outlet to showcase local talents; fostering creativity in young people; this would be in line with the vision set out by the Arts Council to promote the arts and place it at the centre of our culture
235	Eavan Roche	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.- There are alternative locations for housing developments in County Kildare. The Confey proposal would desecrate Confey and Leixlip, would lead to social problems and only benefit landowners/developers.
236	Noreen Olwill	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.
237	Isobel and Bruno Lucas	<ul style="list-style-type: none">- Leixlip is a semi-rural suburb in character rich in history which should be protected.- The parklands at The Wonderful Barn near KDA 1 should be enhanced to a high quality amenity space for biodiversity and recreational use.- Concerns about the two pedestrian / cycle access routes from KDA1 into Rinawade Rise and Rinawade Lawns as follows: what is the need?; increased volume of pedestrian /cycle traffic and unofficial vehicular parking; existing boundary hedgerows between Rinawade and new development should be maintained and reinforced; potential for increase in dog litter; the Rinawade Lawns access route appears to have little amenity value; this could increase potential antisocial behaviour; and the density of the development will have a negative impact on the amenity value of the Wonderful Barn.- The proposal to build 3,315 units in Leixlip raises the following concerns:- Increase in population and traffic without adequate physical and social infrastructure.



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

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		<ul style="list-style-type: none">- There will be a capacity issue in the schools. The plan must zone appropriate lands for schools to accommodate new population.- This will lead to serious traffic congestion. Traffic Impact Assessments must be completed and implemented in advance of KDA 4 commencing.- Given our aging population, the provision of primary care is imperative. The plan should include an objective to support this.- Land should be zoned for community facilities such as a new playground, extension to the Amenities, swimming pool.- 4 storey development along the R449 is not wanted. No high-rise as it is out of character with the area.- Leixlip needs a theatre/centre for the arts as it is a vibrant artistic hotbed of talent.- There will be a negative impact on the overall quality of life for Leixlip residents due to over development of a small town.- This submission supports the Leixlip Community Group submission.
238	Rachel Adderly	Leixlip needs a theatre.
239	Ronan Slattery	Add a theatre
240	Doireann Ni bhaoill	A theatre for Leixlip is urgently needed.
241	Deirdre Walsh	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) should be removed from the Leixlip LAP.- Development that would promote building a road through any part of St. Catherine's Park is unwanted.- Consideration should be given towards a facility that would promote the Arts, Theatre or Gallery.
242	Joan Balfe	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) should be removed from the Leixlip LAP.- Development that would promote building a road through any part of St. Catherine's Park is unwanted.- Consideration should be given towards a facility that would promote the Arts.
243	Robert Tobin	Leixlip needs a theatre.
244	Tony Carpenter	This submission supports the comments from Leixlip Community Group.
245	Aidan Jordan	<ul style="list-style-type: none">- The Celbridge Road East development is adjacent to Leixlip dam – what effects will this have on the River Liffey green belt? There is a drowning danger for children playing beside the deep water lake.- This submission objects to KDA's 1-4. The existing population of Leixlip needs more investment in infrastructure and services before additional housing is considered, as follows: Glen Easton needs another pedestrian crossing; no school warden at Scoil San Carlo; no ambulance; inadequate Garda service; no swimming pool; insufficient play facilities; the Royal Canal towpath needs re-surfacing; traffic congestion will be worsened; how will construction traffic get to Confey when there's a weight restriction on the bridge; what effect will 500 houses have on The Wonderful Barn; what effect will KDA2 have on the Liffey river green belt?.



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
246	Ger Byrne	Leixlip needs a theatre and arts centre.
247	Simon Pentz	Leixlip needs a theatre and arts centre.
248	Kevin Hynes	Leixlip needs a theatre and arts centre. The plan makes no reference to the Arts, despite a long tradition in the arts. A theatre will allow this vital part of community life to foster and showcase our local talent, creativity and homegrown arts.
249	Margaret Dunne	A theatre should be considered for the thriving talent in Leixlip
250	Ruth Killeen	<ul style="list-style-type: none">- This submission opposes any plan affecting St. Catherine's Park, which is an essential facility for our community.- This submission supports a theatre in Leixlip. The Arts need a suitable venue to showcase local talent and it will bring economic benefit to the community and county.
251	Rachel Faughnan	Leixlip needs a theatre.
252	Jenny Bracken	The main challenge faced by local theatre companies is a venue to stage their plays. There are numerous groups in Leixlip who would benefit from a theatre in the town. Theatre and the Arts add to the enrichment of a community and would be a welcome addition to Leixlip.
253	Sorcha Dunne	Leixlip is crying out for a platform for the Arts. A theatre is a must.
254	Aine Fuller	Leixlip needs a theatre.
255	Terry Breen	A multi-purpose theatre would be a great benefit to the community. Funds should be allocated for a purpose built theatre in the town.
256	Tom Halligan	Leixlip Castletown Estate is used as a rat run by a significant volume of traffic which will be exacerbated by providing additional housing on this road. A new link road should be considered from the roundabout at the Barnhall Rugby Club on the R404 to the Barnhall Road off the M4 Junction 6 roundabout. This proposed road would run along the boundary of HP and the Castletown Demesne and terminate in a new roundabout at the vehicular entrance to Castletown Demesne or the existing roundabout at vehicular entrance to HP.
257	Orla Kelly	Leixlip needs a theatre and arts space.
258	Brendan Casey	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.
259	Alan Healy Cunnigham	- Section 4.1 of the Plan refers to population growth. There are two specific concerns stated about this: Firstly, the CDP forecast is what the LAP was devised around, and subsequently calculations regarding schools (Dept. Of Education), infrastructure (Irish Water), etc. will be based on this figure which



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

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		<p>is conservative. Plans from these service providers will be flawed from the outset. This affects many sections of the plan. Secondly, the target of 3315 units is not the actual count envisaged shown for the 4KDA's and Confey area. There is no detail on what proportion of housing units will exceed 2 stories. If 10% of 3315 units exceed 2 stories this will lead to an increase to 3650 units and an increase in population to 24,857.</p> <ul style="list-style-type: none">- There is a current housing stock of 5103 homes in leixlip. Less than 0.5% of these units are currently for sale or available to rent on Daft.ie. A population increase of 58% could happen with no confirmed plans for wastewater, education, playground, roads etc.- KDA 2 should be omitted from the plan until such time as plans and surveys are in place verifying that there is capacity in the infrastructural and communal facilities to absorb them.
260	James O' Brien	This submission would hate to see a main road going through St. Catherine's park. The workers in the park do excellent work maintaining it.
261	Stephanie Buchanan, Leixlip Musical and Variety Group	There is no mention of the Arts in the Vision for Leixlip. The leixlip Musical and Variety Group would love consideration for the arts in the plan. Every year their show is St. Mary's GAA is a sell out.
262	Robert Morrison	The focus of the plan is solely on housing development. Schools, recreation facilities and transport infrastructure are currently inadequate. Glen Easton still only has a bus service at peak times and with extra housing it will be more inadequate.
263	Jennifer Kavanagh	Leixlip needs a theatre.
264	Atlane Whelan	Failure to acknowledge the importance of the Arts is a huge mistake. Leixlip needs a theatre/purpose built space to provide for the arts in Leixlip.
265	Emma Christian	Leixlip needs a theatre.
266	Connie Hegarty	<ul style="list-style-type: none">- It is crazy to plan for 3,600 new houses in Leixlip. It will destroy the quality of life for inhabitants and turn Leixlip into a concrete jungle. There isn't sufficient infrastructure in place for current population. The trains and buses can't cope at peak times.- Objects to a dual carriageway through St. Catherine's Park which is an amenity used by many people. It would be a shame to destroy it.
267	Sandra Whelan	There is no theatre space in Lucan or Leixlip. There is huge talent in the area and the Arts are overlooked.
268	Sean Mc Mahon	There is no theatre space in Lucan or Leixlip. There is huge talent in the area and the Arts are overlooked.
269	Rachel Whelan	Leixlip needs a theatre to showcase amazing local talent and for the revenue / local jobs that it would create.
270	Anne Bennett	<ul style="list-style-type: none">- Opposed to any road being constructed through St. Catherine's Park. The park is a wonderful facility giving families access to healthy recreation in beautiful surroundings. It's a place for teenagers to go and socialise, reducing anti social behaviour.- Rather than removing facilities, energy could be put into creating more facilities for residents such as a theatre and playgrounds.
271	Louise Glennon	- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.



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		<p>- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.</p>
272	Kevin Murphy	<p>- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>.</p> <p>- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.</p> <p>- This submission would like to see a new proposal for Confey that would develop the area in with public transport, would emphasise cycling as a mode of transport, would improve existing infrastructure, would reflect the real environmental crisis we face, would preserve green space and encourage new habitats for our wildlife.</p>
273	Teresa Ho	<p>- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.</p> <p>- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>.</p>
274	Maureen Carroll	<p>An Arts centre and theatre should be included in the plan.</p>
275	Jim Carroll	<p>- Access to primary and secondary schools from Celbridge Road developments.</p> <p>- Improvement is required to sewerage facilities.</p>
276	Gareth Molloy	<p>- In Section 12.1.1 KDA 1 there are the two pedestrian / cycle access routes in Figure 12-1 off Barnhall Drive and on Rinawade Lawns. The following concerns are expressed in this regard: what is the need?; they will serve as a focus point for anti-social behaviour; a survey of Rinawade should be carried out quantifying existing anti-social behaviour; increased volume of pedestrian /cycle traffic and unofficial vehicular parking; the existing boundary hedgerows between Rinawade and new development is identified as 'low value' in Habitat Mapping- this should be maintained and reinforced to a high value hedgerow status; removal of existing trees and hedgerows will diminish the view; the open spaces between Rinawade Rise and the Wonderful Barn should not be merged as this would create a mega-estate; the Rinawade Lawns access route appears to have little amenity value. The density of housing will have a negative impact on the amenity of the park.</p> <p>- The proposal to build 3,315 units in Leixlip raises the following concerns: Increase in population and traffic without adequate physical and social infrastructure; this will cause further traffic congestion; there will be a negative impact on the overall quality of life for Leixlip residents due to over development of a small town; can the foul sewerage system cope with the scale of the proposed development</p>



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		- This submission supports the Leixlip Community Group submission.
277	Maria Rice	Leixlip needs a theatre or a cultural centre to support/nurture the arts. Leixlip is known nationwide for its creative groups and people, whose efforts deserve to be supported and nourished. The vision must include culture.
278	Aoife Keane	This submission objects to a road through St. Catherine’s Park as it is an important amenity for locals and it would be ruined by noise pollution and destruction of wildlife.
279	Berni Brennan	The number of houses planned should be reduced as we do not have enough schools, no swimming pool, no proper playground within walking distance and we badly need a theatre.
280	Clare Etherson	Leixlip has very vibrant successful drama groups. This is an opportunity that shouldn’t be passed. There is still no swimming pool.
281	Shay & Antoinette Kirk	<ul style="list-style-type: none">- It should be stated in S. 1.3 of the LAP that the SEA does not reflect the content of the Transport Assessment as follows: “It should be noted that the SEA does not take account of the Final Co. Co. Proposal as set out in their County Development Plan at page 262 Table 7.1 to provide a link road from the N3 at Clonee to Junction 5 at Leixlip through Kildare lands in St. Catherine’s Park and therefore the potential adverse effects of this road are not reflected in the Plan”.- Alternative uses for the HP site have not been addressed in the plan. The plan does not acknowledge that HP is downsizing. This land could be used for residential purposes as it has direct access to public transport and the strategic road network. This would negate the need for development at Confey and a road through St. Catherine’s Park.- The LAP does not reflect the contents of the RPS Transport Assessment which includes a road through St. Catherine’s Park. (281: c 8)- A road through St. Catherine’s Park amounts to environmental vandalism by State bodies without concern for public health and quality of life of local residents and park users. While the LAP is silent on this road, it is clear that a new road to the east of the town would be required to facilitate a large development at Confey. There is an onus on KCC to require Fingal to remove this road objective from their County Development Plan. This road would contravene the strategic vision in the Plan.- Strategic Vision: The 5th bullet point of the Strategic Vision should be amended by adding the following: “... without impacting on existing open spaces and St. Catherine’s Park in particular”.- Core strategy: CSO1.3 should be removed from the Plan. A link road would create traffic mayhem. Any TII Orbital Link Road should be further west and link all motorways from the M1 to the M7. Investment in public transport and expediting the electrification of the rail line to Maynooth would be more beneficial to Leixlip. This would assist delivery of the strategic vision.- Urban Centre & Retailing: These objectives are welcome, as are dedicated pedestrian and cycle routes. Concrete proposals from the Count Council to



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		<p>improve business activity in the town centre would be welcomed. The ESB offices should be re-developed, as a tourist/heritage information office. The following objective is suggested: “To establish an information/tourist office in the town centre to provide information leaflets to visitors on history/heritage issues and the availability of local amenities e.g. walking/cycling routes etc.”</p> <ul style="list-style-type: none">- Public Improvement No. 1 at Arthur Guinness Square is welcomed, however it will be difficult to achieve as the hotel car park is accessed via the public car park.- Enterprise, Economic Development & Tourism: HP is winding down and Section 6.2.1 should reflect this.- Policy ED3T Tourism: These objectives should mention St. Catherine’s Park as this is the best natural amenity in the Leixlip area.- EDTO3.1: add “with a view to establishing an information/tourist office in Leixlip town”.- EDTO3.2: add “and Leixlip to Lucan via St. Catherine’s Park”.- EDTO3.12 add “To protect the scenic amenity, landscape, biodiversity and tourism potential of St. Catherine’s Park from any works which would impact negatively on this vital natural resource to Leixlip and surrounding area”.- Add a new action EDT3 “To provide an information/welcome board inside the Glendal Meadows gate of St. Catherine’s Park showing options for walking routes in the park and providing information on the flora and fauna to be found in the park”. (281: c 6)- Housing and Community: Confey should be developed for 200 houses only with an upgrade to Cope Bridge and a car park at the railway station.- Delete HCO1.2 and add to HCO1.3 “while ensuring that there is no loss of existing community and recreational facilities in St. Catherine’s Park”.- Movement and Transport: The amenity walkway at Glendale Meadows should be extended to the entrance gate and into the Kildare section of St. Catherine’s Park where it would link up with a walking route to Lucan.- Amend MTO1.4 as follows: “(i) The loop walk from Silleacháin Lane to Black Avenue through St. Catherine’s Park to Glendale Meadows and back to town centre via Silleacháin Lane” and (vi) “provide adequate wheelchair access and access for bicycles and buggies at Glendale Meadows gate to St. Catherine’s Park”.- MT2: A new action should be inserted as follows: “To prioritise the provision of improved public transport services and facilities to serve the population of Leixlip through on-going liaison with statutory agencies and public transport providers”.- MTO3.3 (ii) needs to be clarified to ensure there will be no north south connection east of Leixlip Village, i.e. through St. Catherine’s Park.- MTO3.5 is at odds with the Confey proposal, whereas Collinstown would meet this objective as it is adjacent to public transport and road infrastructure network.- MTO3.6 should be amended to include “including restrictions on heavy goods vehicles”.- MTO3.8 is at odds with a road going through St. Catherine’s Park.



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		<ul style="list-style-type: none"> - Carparking: Is the car parking at Aldi public or private? The on-street parking outside the Bank of Ireland on Captains Hill should be reorganised or removed as it causes traffic congestion. A large car park is required at Confey railway station. - Infrastructure: The SEA does not consider a road through St. Catherine’s Park, or any other recommendations from the RPS Transport Assessment. This misleads the public. If the road was included in the SEA, it would have shown negative impacts on Population and Health, Air, Noise and Climate, and other areas including Landscape and Visual. The importance of the Park is identified in paragraph 1.7 of the SEA. The SEA conclusions are therefore misleading as the road was not considered. Inland Waterways Ireland and the EPA were also not aware of these impacts. - Wastewater: The existing system is already at capacity. Future capacity depends on investment by Irish Water and not Kildare County Council. Confey is not serviced which would require more digging up of the park. - Pollution/Environmental Services: A road through St. Catherine’s Park and the Liffey Valley is contract to CDP objectives NH7 AND NH10 to protect ecological, visual, recreational, environmental and amenity value of the County’s National Heritage Areas and associated habitats. - Built Heritage & Archaeology: BHO1.3 and BHO1.8 are welcomed. In addition, a tourist information office is required in the town centre. - Natural Heritage, Green Infrastructure & Strategic Open Spaces: The Confey proposal is contrary to the strategic objective. A road through the park is incompatible with NHO1.1. The Kingfisher, seen in St. Catherine’s Park, is an Annex 1 species and must be protected. (281: c11) - Green Infrastructure: A new objective should be added as GIO1.10: “To prevent any development within a public park other than works designed to enhance the amenity”. - Open Space: Policy OS1 is at variance with a road through St. Catherine’s Park. - OSO1.1 (iii) should be replaced with “Loop walk between Silleachain Valley and St. Catherine’s Park and Glendale Meadows gate to park”. - OSO1.8: St. Catherine’s Park already falls within the Liffey Valley. Walkways and cycle routes through the park from the Royal Canal to the Liffey Valley should be developed. - OSO1.9: should be amended by adding “and between Leixlip, Fingal and Meath in order to prevent urban sprawl”. - Conclusion: There is considerable anger in Leixlip/Lucan about a road through St. Catherine’s park. Any development needing a road through the park is unacceptable as it would be at odds with the objectives of the LAP and the CDP. - Kildare Co Co must insist that Fingal Co Co remove the ‘indicative line’ on their plan and issue a statement that they are opposed to any road through St. Catherine’s Park on the ground of its valued civic amenity.
282	Jennifer Dawson	<ul style="list-style-type: none"> - I would like to buy a home in Leixlip. New houses will hopefully free up older properties for more reasonable prices. Leixlip needs to grow and develop to keep the community thriving. - Leixlip needs a Theatre and Arts Centre for the great variety of groups working in the community and to develop and encourage the arts.



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

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283	Geraldine Doherty	Leixlip has a strong culture in amateur drama and this must be recognised now.
284	Jennifer Cassells	Leixlip needs a theatre. It's time the talented performers have a dedicated space.
285	Keith Cribben	There will be a need to build new schools for the rise in population and address increased traffic problems. There are very few amenities in the area as it stands.
286	Maris Kapostins	<ul style="list-style-type: none">- This submission opposes the zoning of KDA 2.- The construction of KDA 1 and KDA 2 will generate 1000 more cars on the Celbridge Road creating serious safety issues especially with existing schools.- Schools and wastewater infrastructure cannot cater for the proposed growth.- Cycle paths and pedestrian links from KDA 2 into Leixlip Park and Wogansfield will cause safety and anti-social behaviour concerns for existing residents.- There is no information about extra Gardai or health facilities.- Where are the 'infill sites' which could yield 60-80 units?
287	Andrew Mathews	<ul style="list-style-type: none">- The plan must zone appropriate lands for new schools and for community facilities (new playground or extension to the amenities centre, swimming pool).- A traffic impact assessment must be completed before any development work commences on any KDA and their recommendations implemented in advance of work commencing.- Apartments and flat roof houses would not be appropriate near the Wonderful Barn or Leixlip Castle Demesne. Layouts should ensure views are protected. Heights should be restricted to 2 storeys and low density. A large playground, skatepark and picnic area is preferable.- This submission opposes KDA2.- The 15% open space minimum requirement should be reinstated in the plan.- Policies for protecting trees and landscape in Leixlip should be reinstated.- This submission opposes new housing at Collinstown.- This submission opposes 4 storey development along the edge of the R449 in KDA 3 and KDA 4 as it is not in keeping with the character of the area.- In KDA 4 traffic impacts assessments must be completed and recommendations implemented in advance of the commencement of development.- The Confey masterplan should be subject to public consultation similar to the masterplan for Collinstown.
288	Michael Rooney	This submission objects to any encroachment on St. Catherine's Park to provide transport links to new housing proposed in the draft plan. The park is necessary for the long term health and wellbeing of the community. Walking and cycling links to St. Catherine's Park should be given priority.
289	Paul Rooney	This submission objects to any encroachment on St. Catherine's Park to provide transport links to new housing proposed in the draft plan. The park is



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		necessary for the long term health and wellbeing of the community. Walking and cycling links to St. Catherine's Park should be given priority.
290	Damien Flood	<ul style="list-style-type: none">- This submission has great concerns about traffic flow through Castletown Estate. It is already heavily congested at peak times and speeding is a major issue.- The town lacks a cultural premises. Theatre groups must go to Tallaght for a theatre.
291	Christine Fitzpatrick	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) should be removed from the Leixlip LAP because it contains the possibility of a road going through St. Catherine's Park. It is an amenity that is used by communities and it promotes good health.- Collinstown is a more suitable location for housing where there is already access to the N4. Upgrading the Lucan/Clonee/Leixlip Road would be a better alternative.- Objects to a road through St. Catherine's Park, to the park being divided at any point, to bridges over the Confey Road/Royal Canal/Railway line/River Liffey/Liffey Valley, to extra air and noise pollution inside and outside the park, to the Confey Masterplan and to any development that would require a road through St. Catherine's Park.
292	Ann Ferris	A theatre for dancing and shows of decent size is required.
293	Rachel Halligan	<ul style="list-style-type: none">- Areas for new schools must be included to accommodate growth to avoid overcrowding of existing schools.- The current road infrastructure cannot support the planned growth and must be improved before development commences.- Bus services are currently running at capacity and will not cater for growth.- The plan should include areas for community facilities, such as a new playground (or extension to the amenities centre) and a swimming pool as per previous plans.- Proposed housing near The Wonderful Barn and Leixlip Caste Demesne takes away from the history and heritage of Leixlip.- KDA 1 and KDA 2 should be excluded from the plan.- KDA 3 should only accommodate low density housing. High rise and high density takes away from the appearance of the town.- KDA 4 will put great pressure on the road network. 4 storeys at this location will detract from the appearance of the town.- Provision should be made for the extension of Confey Cemetery.
294	Peter Halligan	<ul style="list-style-type: none">- Areas for new schools must be included to accommodate growth to avoid overcrowding of existing schools.- The current road infrastructure cannot support the planned growth and must be improved before development commences.- Bus services are currently running at capacity and will not cater for growth.- The plan should include areas for community facilities, such as a new playground (or extension to the amenities centre) and a swimming pool as per



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		<p>previous plans.</p> <ul style="list-style-type: none"> - Proposed housing near The Wonderful Barn and Leixlip Caste Demesne takes away from the history and heritage of Leixlip. - KDA 1 and KDA 2 should be excluded from the plan. - KDA 3 should only accommodate low density housing. High rise and high density takes away from the appearance of the town. - KDA 4 will put great pressure on the road network. 4 storeys at this location will detract from the appearance of the town. - Provision should be made for the extension of Confey Cemetery.
295	Pamela Hall	<ul style="list-style-type: none"> - There is insufficient recognition of educational needs within the plan; wastewater is problematic and there are insufficient plans for community facilities and an Arts space. - There is already considerable traffic through Castletown estate. Proposed housing in The Wonderful barn and Leixlip Demesne will greatly increase this. These built heritage assets should be protected. - The Wonderful Barn would make an excellent site for a parkland. Could St. Catherine’s Park no longer be accessible from Leixlip? - Zoning should provide for existing and future communities and not just housing.
296	Sheila Hannigan	<ul style="list-style-type: none"> - Areas for new schools must be included to accommodate growth to avoid overcrowding of existing schools. - The current road infrastructure cannot support the planned growth and must be improved before development commences. - Bus services are currently running at capacity and will not cater for growth. - The plan should include areas for community facilities, such as a new playground (or extension to the amenities centre) and a swimming pool as per previous plans. - Proposed housing near The Wonderful Barn and Leixlip Caste Demesne takes away from the history and heritage of Leixlip. - KDA 1 and KDA 2 should be excluded from the plan. - KDA 3 should only accommodate low density housing. High rise and high density takes away from the appearance of the town. - KDA 4 will put great pressure on the road network. 4 storeys at this location will detract from the appearance of the town. - Provision should be made for the extension of Confey Cemetery.
297	Conor McGlynn	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted.



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298	Sherina Spillane Kapostina	<ul style="list-style-type: none">- Objects to population calculations and the use of the 2011 census data when Census 2016 forecasts will be available in July 2017. Submission states that it is vital that the population forecast figures be updated to ensure they are accurate.- Objects to the rezoning of KDA 2 as it goes against other policies within the LAP regarding protection of architectural and Cultural heritage and the boundary wall has specific links to the history of Leixlip.- Suggests that any development of KDA 2 would be subject to high levels of noise from the N4/M4 which are ca. 150 metres from these lands and would present serious health issues as a result.- The lands at KDA 2 are home to an abundance of wildlife and form part of the natural green belt and should not be rezoned.- The Wonderful Barn Action Plan 2004 should be included under the National, Regional and Local policy documents.- Raises concerns regarding the speed of growth, facilities and infrastructure and the latter very slow to catch up and states that zoning should only take place when the required infrastructure has been identified and appropriate resources and plans put in place for any works in tandem with any new development.- Objects to the density of Dublin City being applied in a town like Leixlip, with only a fraction of the facilities and infrastructure.- Any further expansion without proper services would not be beneficial to the town, its residents or local businesses as there is an open risk that Leixlip will become a commuter town.- A phasing plan for the completion of all new services should be identified and listed as part of the LAP.- Objects to the development of KDA2 at Leixlip Castle and Demesne and the zoning is contradictory to the guidance in the Architectural Heritage Protection Guidelines.- LAP concedes that there is a lack of parking in the town , however then proposes to remove existing on street spaces to facilitate cycle lanes.- Suggests that detailed proposals of how the public realm improvements will be achieved together with a schedule for completion.- Suggests that clear restrictions for the zoned use for any additional business units in Leixlip Town be put in place and that any unused units which are zoned/licence as pubs, off licences, takeaways and betting shops be rezoned to another use.- Suggests a phased plan for the development of the Wonderful Barn as a tourist attraction.- LAP does not provide any plans to create, extend or upgrade any of the existing services or facilities in Leixlip in line with proposed population growth and phased in line with new developments.- Lack of swimming pool an issue.- The Wonderful Barn is listed as parkland yet a substantial amount of these lands are proposed for new housing.-The Leixlip playground is small and not fit for the current population.



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

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		<ul style="list-style-type: none"> - St Catherine’s Park is located outside of the Plan area and should not be listed within the plan. Raises concerns regarding the waiting lists for availing of health services in North Kildare and a further population increase without the necessary services will only exaggerate this issue and have a negative impact on the existing residents of Leixlip. - The clubs and sports facilities listed in the plan are misleading as many are members only fee paying clubs. - Leixlip Library opening hours are part time and does not open on any given day until 1pm which makes access to same difficult. - Suggests that the Traffic Impact Assessment be carried out in advance of any further zoning with particular reference to KDA 2. - Issues regarding capacity of water and waste water systems highlighted. - Suggests that investigations should be undertaken to assess the level of air pollution and noise pollution and the affect that low flying air craft have on the surrounding areas. - Alternative use should be considered for KDA 2 and suggests the use as parkland, which supports the Castletown Estate. (Sub 298 Ch 12) - The proposed exit from KDA 2 at Pound Street is not a viable link to the village due to difference in levels and other engineering issues. - Vehicle access to KDA 2 is an area for concern and a Traffic Impact Assessment is required to evaluate whether it is feasible to have vehicle access points onto the Celbridge Road and to identify conflicting traffic flows. - KDA2 is unsuitable for development due to the levels of noise and jet fuel residues from low flying jets using the Weston Aerodrome.
299	Ben Kelly	<p>This submission objects to the LAP for the following reasons: impact of KDA 1 on views of The Wonderful Barn; undefined boundaries between Castletown Estate and KDA 1; lack of consultation about type of housing proposed; traffic & congestion; capacity of schools to cater for growth; lack of amenities such as playgrounds, green spaces etc.; the sewage system and associated smells; and concerns that implementation will be poor and negative issues will arise.</p>
300 & 301	James Kelly Mary Kelly	<ul style="list-style-type: none"> - Objects to the Draft Leixlip LAP with regards to the following: <ul style="list-style-type: none"> • Development of any units over 2 storeys within KDA 4 • Development of ‘landmark buildings’ within KDA 4 • Development or extension laneway/avenue to Leixlip Gate protected structure (Ref B112-59). Any proposed extension/development would necessitate the removal of an existing gateway at Kilmacredock House which is over 250 years old. This is vehemently objected to. - Requested that lands to the west of R448 adjoining the M4 (opposite KDA 4) are rezoned from agriculture to low density residential. The provision of the R 449 which was CPO’d has rendered this site unviable for the purposes of farming due to it fragmented size and shape.
302 &	Sinead Flynn	<ul style="list-style-type: none"> - Objects to the Draft Leixlip LAP with regards to the follows:



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

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303	Kieran Flynn	<ul style="list-style-type: none">• Development of any units over 2 storeys within KDA 4• Development of 'landmark buildings' within KDA 4 Development or extension laneway.avenue to Leixlip Gate protected structure (Ref B112-59). Any proposed extension/development would necessitate the removal of an existing gateway at Kilmacredock House which is over 250 years old. This is vehemently objected to.
304	Sarah Nolan	Leixlip needs a theatre.
305	John Hicks	As a resident of Leixlip, this submission expresses concerns that any development in the area is properly conducted and that all relevant impact statements are carried out. The provision of extra housing in the area will result in a need for extra schools, improved roads, additional amenities and the protection of heritage sites within the town are all of utmost importance.
306	Kerry Behan	Leixlip needs a theatre.
307	Jennifer Fitzpatrick	<p>- Objects to a road linking the N3 and N4 through St. Catherine's Park. It is requested that CSO1.3 Confey Masterplan is removed from the LAP as it facilitates the possibility of a road going through St. Catherine's Park for the following reasons:</p> <ul style="list-style-type: none">• The development of a road through St. Catherine's Park linking the N3 to the N4 would completely destroy an amenity that has been created and paid for by the Council's and communities that is used by both locals and people for further afield. The proposed roadway would be contrary to the promotion of good health and would give rise to other health issues such as carbon emissions, air and noise pollution.• The road would necessitate the creation of bridges over Confey Road, Royal Canal, Railway line and River Liffey. The Confey area would not be able to cater for this infrastructure and could not cope with the number of houses proposed in the LAP.• Collinstown is a far more suitable area for the provision of additional housing where there is already access to the N4. In addition the upgrading of the existing Lucan/Clonee/Leixlip Road would be a cheaper alternative and investing in the public transport network would be beneficial.
308	Kevin Roche	<p>Objects to the zoning of lands over Cope Bridge at Confey. The issues raised in this submission are summarised as follows:</p> <ol style="list-style-type: none">1. Currently there are no firm proposals within the LAP as to how the proposed 2000 units at Confey would be integrated with the existing community in Leixlip and no assessment of what services are required.2. The current LAP is glossing over the facts of all the Local Authorities involved. The proposed roadway in Fingal County LAP maps are now being referred to in Leixlip LAP as indicative lines. The second version of the LAP removed the proposed line through St. Catherine's Regional Park following a large number of submissions requesting same, along with the removal of zoning at Confey. It should be noted that 1,500 people took part in a protest walk to save St. Catherine's Park.



Sub. No.	Name	Summary of Issues Raised
		<p>3. The level of trip generation arising from the provision of 2,000 additional units at Confey is very high, benchmarked against the typical hourly capacity of an urban single carriageway road is in the order of 1,300 vehicles in one direction. Captain's Hill, Main Street and the R148 roundabout, would pose many problems. The options transportation proposed by KCC consultants do not address the problem of congestion and movement satisfactorily. This submission assesses each option in further detail.</p> <p>4. The proximity of the proposed roadway to Glendale Meadows is serious cause for concern. Running a major roadway through lands zoned F: Open Space and Amenity on established green space that has Regional Park status makes a mockery of the commonly used phrase by planners '<i>To provide for and protect local amenities</i>'. Furthermore the proposed route would pass over the railway and canal, potentially by way of a high level bridge and would result in noise and air pollution and would be visually detrimental to the area, particularly Glendale Meadows. This roadway could potentially be 9.9m above ground level and approximately 30 from the rear of houses 72 – 87 Glendale Meadows.</p> <p>5. Remove CSO1.3, Confey Masterplan from the Leixlip Area Plan 2017-2023 and to amend accordingly all related Statements, Actions and Objectives.</p> <p>6. Insert a new GIO1.10, relating to Green Infrastructure, as follows. <i>'It is the policy of Kildare Co Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity.'</i></p> <p>7. If objective CSO1.3 is adopted it would necessitate a new road to the M4 which already appears in Fingal Co. Council's current Development Plan through St. Catherine's Park. Furthermore, the LAP states that large scale construction development in the Confey area would require access to the motorway, i.e. the Strategic Road Network, see page 43.</p> <p>8. The Leixlip LAP describes these development lands as being 'within minutes' drive to the M4', see page 81. What the LAP advises is, that any proposed development at Confey would need a new road to the M4.</p> <p>9. The historic and beautiful St. Catherine's Regional Park lies between the proposed development lands and the M4. This park, having been cared for properly for over eight hundred years is now under threat. We, the people of Leixlip, are the current custodians for St. Catherine's and it is, at the very least, our civic duty to protect it. To this end, any development that would promote building a road through any part of St Catherine's Park should not be pursued.</p> <p>10. There are many alternative locations where housing development could be located within Co. Kildare. The proposals as per CSO1.3 in the Leixlip LAP would desecrate the areas of Confey and Leixlip, would lead to social problems and only benefit greedy landowners and property developers – to the detriment of all other residents in Confey and Leixlip. (C4)</p> <p>11. Enough planning and development mistakes were made in this country, resulting in misery for generations of people. Does KCC really want to create a replica of the original Ballymun? Have potential social problems been studied/assessed by KCC in depth?</p>



Sub. No.	Name	Summary of Issues Raised
		<p>12. Would KCC Councillors support this development if it were on their doorstep? Have Councillors personally visited and researched this area referred to in CSO 1.3? There are other, more viable and suitable, alternative locations.</p> <p>13. The proposed development facilitated by CSO 1.3 would negatively impact upon the residents of the area by way of noise pollution and air borne pollution and would sever and significantly impact upon natural heritage, habitats, bats and local biodiversity areas. (308)</p> <p>14. This submission appeals to the Councillors and Planners of KCC to reconsider the proposed LAP and not to zone the lands north of Cope Bridge. It is stated that the proposed LAP has been drawn up without considering the health risks and general welfare of the local residents of Leixlip and particularly the residents of Glendale Meadows.</p>
309	Emma White	This submission states that St. Catherine’s Park is a major facility for Leixlip and the wider area. To lose this park to a roadway connecting Confey to the M4 would be a travesty for future generations. It is therefore requested that the Confey Masterplan CSO 1.3 is removed from the LAP. We need to stop urban sprawl and provide affordable high density houses on main public transport routes.
310	Marian Crawford	This submission from a long term resident of Leixlip raises serious concerns regarding the negative aspects that the scale of development proposed in the LAP will do to our historic and cultural town.
311	Stanley Crawford	<p>- This submission from a long term resident of Leixlip expresses concern regarding the rapid expansion of the town in recent years. Further development within the town is robbing the residents of the cultural and heritage lands such as The Wonderful Barn and Leixlip Castle Demesne etc.</p> <p>- Traffic congestion is currently a serious problem and with the new Aldi on Ryvale Tavern site this will be further increased. This is all before any new developments are built. The LAP and any proposed residential developments will have a massive impact on Leixlip if they are realised.</p>
312	Keith Crawford	This submission from a long term resident of Leixlip expresses total opposition to the Draft LAP. There are too many historic sites and cultural lands being destroyed in the proposed LAP. The over development Leixlip will cause over population, traffic chaos and will be to the detriment of the local community of Leixlip. The housing development should be spread across the County to include other towns further from Leixlip.
313	Noel Minogue	<p>As a native of Leixlip it is requested that there are no further building of houses leading onto the Celbridge Road for the following reasons:</p> <ul style="list-style-type: none"> • There is insufficient water and waste water capacity to serve the area. Despite upgrades of the sewage system, there is a constant smell in the Old Hill area and a consistent need for maintenance and repair. To propose more houses to add to the sewage problem would represent poor planning. • Traffic on the Celbridge Road is already bad at peak times making access to the main road very difficult. • If additional housing was built in Celbridge, there would be a need for extra school places. While it is acknowledged that there is some capacity in Green Lane schools and Scoil san Carlo, access to either locations will add to traffic chaos. Does the Department of Education expect primary



Sub. No.	Name	Summary of Issues Raised
		<p>school students to travel across the village and up Captains Hill or alternatively to drive through Castletown housing estate or onto the Cebridge Road and all traffic to converge onto an already congested Green Lane?</p> <ul style="list-style-type: none">• It is proposed the land is reserved for a new primary school at Glen Easton which would eliminate traffic coming from Green Lane.• There are six Catholic primary schools in Leixlip and despite people voting for a non denominational school, the LAP would be an ideal opportunity to plan for a new school.• It is proposed that there no building takes place on Leixlip Demesne.
314	Peter Flynn	<p>The North Kildare area has a rich and vibrant stage and arts production heritage that is nationally and internationally recognised. However Leixlip is the last major urban area in Ireland without a purpose built theatre/arts facility. Leixlip would be the perfect location to locate a theatre to serve the Celbridge, Maynooth, Kilcock areas also. Leixlip needs a theatre.</p>
315	Eibhlin Quinn	<p>This submission raised a number of items for consideration in relation to the Draft LAP as follows:</p> <ul style="list-style-type: none">• Education: Appropriate land for new schools must be zoned in the LAP to allow for extra requirements that will arise from additional housing.• Community: The LAP must include an extension of community facilities.• Transport: The trains and buses are already running at near full capacity. Plans for an extension of public transport services must be included in the LAP. Traffic Impact Assessment must be completed prior to any work being carried out on any KDA.• Heritage and KDA 1: The Wonderful Barn (KDA 1) is not an appropriate location for apartments and flat roof houses. This area should be developed for low density, maximum two storey houses with provision for a large playground. Any proposed layout must have regard to and protect the key views to and from the Wonderful Barn.• Open Space: The LAP must include provision for a minimum of 15% of the residential lands as open space.• Collinstown: Amend the draft LAP to include the requirement for public consultation of the Collinstown Masterplan. KDA 3 (Glen Easton): Amend the LAP to exclude 4 storey developments along the R449. This area should be for the provision of low density residential development.• KDA 4 (Leixlip Gate): Amend the LAP to exclude any 4 storey developments along the R449.• Confey: Amend the LAP to include that the masterplan must be subject to public consultation.
316	Shane O' Keefe	<p>This submission raised a number of items for consideration in relation to the Draft LAP as follows:</p> <ul style="list-style-type: none">• Education: Appropriate land for new schools must be zoned in the LAP to allow for extra requirements that will arise from additional housing.• Community: The LAP must include an extension of community facilities.• Transport: The trains and buses are already running at near full capacity. Plans for an extension of public transport services must be included in



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		<p>the LAP. Traffic Impact Assessment must be completed prior to any work being carried out on any KDA.</p> <ul style="list-style-type: none"> • Heritage and KDA 1: The Wonderful Barn (KDA 1) is not an appropriate location for apartments and flat roof houses. This area should be developed for low density, maximum two storey houses with provision for a large playground. Any proposed layout must have regard to and protect the key views to and from the Wonderful Barn. • Open Space: The LAP must include provision for a minimum of 15% of the residential lands as open space. • Collinstown: Amend the draft LAP to include the requirement for public consultation of the Collinstown Masterplan. KDA 3 (Glen Easton): Amend the LAP to exclude 4 storey developments along the R449. This area should be for the provision of low density residential development. • KDA 4 (Leixlip Gate): Amend the LAP to exclude any 4 storey developments along the R449. • Confey: Amend the LAP to include that the masterplan must be subject to public consultation.
317	Leixlip Park Residents Association	<p>- Proposals for KDA2 for residential units should be redacted from the Draft Leixlip LAP 2017-2023 as it would have a negative impact for existing and proposed residents in terms of wastewater, education, road/traffic and community/recreation facilities as follows:</p> <p>Inadequate Waste Water: There are ongoing odour issues in Leixlip relating to the WWTP. Recent IW upgrade was insufficient to deal with demands of existing catchment area and the IW Drainage Action Plan scheduled to be completed 2019 is not guaranteed to contain any quick fixes on the issue or funding for same. The wastewater issues may not be addressed in the lifetime of the LAP. The 8000ppe outlined by KCC is not adequate for the scale of development in the Metropolitan area.</p> <p>Inadequate Educational institutions: The existing educational facilities within the town will be insufficient to deal with the proposed influx of young residents. The DES has no plans to build any new schools within the Leixlip area. No sites have been identified to accommodate the two additional primary schools which the LAP acknowledges may be required. The only area specifically identified as requiring immediate educational facilities was Confey which will result in a large percentage of young residents being forced to travel to Confey to attend primary school. This would be 30 mins on foot from KDA or mean additional traffic congestion if travelling by car.</p> <p>Inadequate Road and Traffic management upgrades and solutions: The Celbridge Road (R404) has a wide variety of infrastructure contained within a small section with 7 residential estates (with in excess of 900 houses) and circa 60 individual detached residences.</p> <p>There are currently circa 560 housing units planned for KDA1. If KDA2 proceeds then Celbridge Road will need to cope with an increase of traffic in the region of 60% to 80%. The LAP only offers definitive plans to enable easy access for Residents from KDA1 accessing the Celbridge Road. There are no plans to improve the future access issues of the other residents along its length which will result in a negative impact on residents.</p> <p>- The existing congestion at the intersection of the Celbridge Road (R404)/ Main St (R148) is an area of concern to residents and the revised LAP</p>



Sub. No.	Name	Summary of Issues Raised
		<p>acknowledges that there is an existing issue with this intersection. A Transport Assessment appears to remain outstanding given no proposal to resolve the congestion has been noted.</p> <p>Inadequate Community/Recreational facilities: There has been no significant additions to the facilities for the residents of Leixlip since the expansion of Leixlip in the early 2000's. The recreational facilities include a playground which is too small and facilities relating to group/ team activities, the cost of which may be prohibitive for a significant portion of the increased population. The facilities at the Amenities Centre will take 20/25 minutes for a new resident in KDA2 to access by foot. Residents feel that any 'promises' for Community improvements by KCC will not be auctioned. Recent developments at St Catherine Park are expected to dramatically reduce the amount of available parkland. Development of KDA1 which will dramatically reduce the parkland available to the residents of the Celbridge Road. Therefore it may be more beneficial that KDA2 be available as parkland.</p> <p>The LAP argues for the retention and improvement of sites within the confines of Leixlip, where possible and that where development will take place these developments will augment rather than eliminate these areas. However it is difficult to see how the development at KDA2 will retain or even augment any of the existing features surrounding it given access will require removal of sections of a centuries old wall, hedgerows and trees at these entrance points will also have to be removed for access, significant hedgerows and trees will need to be removed to facilitate development within the KDA and the construction of 2/ 3 story residential units on the elevated piece of land will impact the view from Leixlip Castle. The trees that surround Leixlip Castle will only hide the proposed development when they still have their foliage.</p> <p>- Development in KDA2 will have site specific issues in terms of:</p> <p>Privacy: The land at KDA2 was radically altered during the construction of the M4 motorway and now stands at 3 feet to 5 feet higher in places. Such a large disparity between ground level heights will mean that an average sized person standing on the land in KDA2 will be at an eye-level with the bedroom windows of the adjacent estates and homes which is unacceptable.</p> <p>Loss of natural light: The suggested construction of 2/3 storey residential units may overshadow the existing estate blocking out a lot of natural light.</p> <p>Number of Units proposed: If 3 storey units are built, while this may be counted as a single 'unit' it will in fact be two units meaning the 30-35 unit levels outlined in the plan would be exceeded.</p> <p>Drainage/flooding: The additional height of the land in KDA2 may also result in drainage flowing downhill to the adjacent estates causing increased risk of flooding to those homes.</p> <p>Noise pollution: It is concerning that KCC envisage placing a large number of housing units in such close proximity to a major motorway in terms of traffic noise and fumes.</p> <p>Images are provided to illustrate the existing height differences between Leixlip Park and KDA2 and demonstrate a mound at the edge of KDA2 which acts as a noise barrier to the motorway. It is stated that the indicative layout in the LAP will not work in some sections as to reduce the noise of motorway the</p>



Sub. No.	Name	Summary of Issues Raised
		<p>units will need to be built far closer to the boundary with existing estates that indicated in the LAP.</p> <ul style="list-style-type: none">- A comprehensive and detailed approach to minimise the effects of the height disparity in the lands designated KDA2 in relation to the existing adjoining residential units and Leixlip Castle should be prepared.- There is a lack of planning associated with the LAP; a number of fundamental studies have yet to be completed which would have informed the LAP. Prior to reaching a decision on the re-zoning of land for residential use, particularly at KDA2, the following should be completed:<ol style="list-style-type: none">a) Traffic Impact Assessment along Celbridge Road considering the impact from KDAs 1 and 2, using 2016 Census figures.b) An environmental study should be conducted on both the KDA2 site and the hedgerows and trees along Pound Street and the Celbridge Road that would be affected by any development at KDA2.c) A Noise study as part of the wider Kildare County Council Noise Action Plan.d) Drainage and flood risk assessment.- The minimum requirement for a developments Open Space provision of 15% should be re-instated. While the boundary area (hedgerow, ditch and boundary wall) between the existing estates and KDA2 should be retained with a suitable barrier, this should be excluded from the 15%.- The LAP should provide guidance to ensure any planning permission includes a comprehensive design in respect of the Demesnes boundary wall to prevent misuse/damage and implement safety measures, and to ensure any potential damage to the Leixlip Castle grounds from the development of KDA2 is prevented from occurring, and current structural views from/to Leixlip Castle are unaltered.
318	Sinead Ascunce	<p>Concerns regarding the additional 3,315 new housing units proposed for Leixlip for the following reasons:</p> <ul style="list-style-type: none">- There is insufficient transport links and infrastructure to deal with the current volume of traffic. There is serious congestion in the village and the surrounding area with traffic flow constantly affected by any incident or accident. How does the LAP proposed to address these existing issues and how will the transport infrastructure bear the load of an additional 3,315 housing units.- The existing waste water system is ageing and cannot deal with the current load in the Leixlip never mind the proposed additional housing units. This is a long term issues that has endured without resolution.
319	Edward Slowey	<p>As a resident of Gleaneaston, this submission raises particular concerns regarding:</p> <ul style="list-style-type: none">- Density of the proposed housing for KDA 3 and KDA 4. Visually, 4 storey dwellings as proposed along the R449 will negatively impact on the appearance of the western area of Leixlip.- Amount of additional traffic generated from the proposed density of development at this location will result in severe congestion during peak times.- There is not provision for local shops or other ancillary facilities within or adjoining the proposed development of KDA 3 and KDA 4 resulting in increased



Sub. No.	Name	Summary of Issues Raised
		<p>traffic along the Green Lane towards the Spar at Geneaston. This will create a traffic and safety nuisance for Gleneaston residents, pedestrians and other road users also.</p> <ul style="list-style-type: none"> - There does not appear to be any credible assessment/plan to address the significant traffic issues set out above.
320	William Russell	<ul style="list-style-type: none"> - Requests that CSO1.3 (Confey Masterplan) is removed from the LAP. It is not acceptable that such a major development will not have an approved road and transport plan prior to the approval of any housing at Confey. - The suggestion in the LAP that a vital community resource such as St. Catherine’s Park is put at risk of being eliminated by this LAP is unacceptable. If the park is lost, it can never be re-instated. More suitable locations, closer to existing transport infrastructure should be sought.
321	Carol Lucey	<p>Leixlip needs a theatre</p>
322	Mark Fitzgerald	<ul style="list-style-type: none"> - <u>Objective CSO1.3 (Confey Masterplan)</u> and any related statements, actions & objectives should be removed from the Leixlip LAP. - This submission is in favour of approximately 200 houses being provided in Confey to meet local demand along with a new car park for the station. This is an appropriate and proportionate amount of new housing for Confey. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted. - The construction of a roadway through St. Catherine’s Park would result in a significant loss in sports and recreation amenities, increased noise and air pollution, environmental and ecological damage and lack of access to the park from the Kildare side. - Any such road doesn’t deal with the existing traffic congestion on this part of the M4, it would only draw traffic from the M3 (Blanchardstown, Ongar, Hansfield, Barnhill) to the M4 at Leixlip in addition to all traffic generated from Confey, west Leixlip, Maynooth and Celbridge. This roadway would make getting out of Leixlip onto the M4 even more difficult than it already is. - The Confey Masterplan (CSO1.3) might benefit a few, but building housing on the scale proposed will mean that ordinary people and the environment will suffer. The needs and views of the existing community need to be considered. - <u>Objective CSO1.4 (Collinstown Masterplan)</u> and any related statements, actions & objectives should be revised to zone lands marked ‘Q’ south of the railway line for residential development. - Include a new statement in Section 12.2 and revise all other statements, actions and objectives as follows: <i>“Set out a detailed masterplan for the development of the Collinstown area as a whole. Indicate a mixed-town development, with high density residential at the core and lower at the periphery, combined with local retail and other services, along a public transport corridor, on a grid layout indicating car-free</i>



Sub. No.	Name	Summary of Issues Raised
		<p><i>streets and pedestrian / cycle access to nearby employment, and including educational, childcare and recreational provision.”</i></p> <p>- Zoning lands for residential development at Collinstown is the viable alternative. Rather than excessive spending on new roads through St. Catherine’s Park, the public money could be used to improve public transport and reduce the volume of cars on the road. Unlike Confey, there is employment within walking distance of Collinstown and easy access to the M4. It is irrational to retain the large area at Collinstown for the ‘possibility’ of future industrial development where there is already sufficient land at HP and further west for any future industrial development.</p>
323	Amy Rice	Leixlip needs a theatre.
324	Laura Fitzpatrick	Objective CSO1.3 (Confey Masterplan) should be removed from the Leixlip LAP. This park has made huge contribution to local resident’s mental and physical health with people coming from far and wide to use the park. Any interference with this park will result in very few positive outcomes and a failure by local residents to support any county council or politician in power or in the future.
325	Amanda Naami	Leixlip needs a theatre.
326	Darren Gavin	Leixlip needs a theatre. The children thrive on theatre and dance all originating in Leixlip.
327	Amelie Deinhard	The roads around Leixlip are only blocked during rush hours and are abandoned for the rest of the day. Alternative solutions in order to access the St. Catherine’s Park near Lucan have to be invented, elaborated and promoted.
328	Kevin Keating	<p>This submission agrees with the submission made by Leixlip Community Group regarding the following points:</p> <ul style="list-style-type: none"> • Education: Appropriate land for new schools must be zoned in the LAP. • Traffic: Traffic Impact Assessment should be completed and any recommendations implemented before any development work commences on any KDA. • Community: The LAP must include an appropriate extension of existing community facilities i.e. extension of existing playground and/or provision for a new playground, zone lands for a public and/or private swimming pool. • KDA 1: The Wonderful Barn (KDA 1) area should be developed for low density, maximum two storey houses with provision for a large playground. Any proposed layout must minimise the visual impact and have regard to and protect the visual amenity of the area. A large playground on the scale of St. Catherine’s Park with an adjacent skate park and a picnic area should be provided in KDA 1. • KDA 2: Opposition to the zoning of these lands on cultural and heritage grounds. • Open Space: The LAP must include provision for a minimum of 15% of the residential lands as open space. • Green Infrastructure: The green infrastructure policy should be amended to revert back to the old LAP. • Collinstown: Amend the draft LAP to include the requirement for public consultation of the Collinstown Masterplan.



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		<ul style="list-style-type: none"> • KDA 3 (Glen Easton): Amend the LAP to exclude any 4 storey developments along the R449 and throughout KDA 3. • KDA 4 (Leixlip Gate): Amend the LAP to exclude any 4 storey developments along the R449. The traffic congestion caused by this development must be considered. TIAs should be completed and recommendations implemented in advance of commencement of any development at this site. • Confey: Amend the LAP to include that the masterplan must be subject to public consultation.
329	Killian Bannon	<p>- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.</p> <p>- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.</p> <p>- Zone lands at Collinstown (area marked 'Q') for high density residential development to accommodate approximately 2,000 units all within walking distance of public transport, new schools, shops, employment, services and amenities. The road links to the M4 are already in place at Collinstown, therefore requiring less public expenditure. Some of the housing proposed in Leixlip Demesne should be transferred to Collinstown. NAMA owned land should be transferred to the Council for construction of additional public housing and amenities.</p>
330	Dearbhla Bannon	<p>- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.</p> <p>- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.</p> <p>- Zone lands at Collinstown (area marked 'Q') for high density residential development to accommodate approximately 2,000 units all within walking distance of public transport, new schools, shops, employment, services and amenities. The road links to the M4 are already in place at Collinstown, therefore requiring less public expenditure. Some of the housing proposed in Leixlip Demesne should be transferred to Collinstown. NAMA owned land should be transferred to the Council for construction of additional public housing and amenities.</p>
331	Neena Magill	Leixlip needs a theatre.
332	Louise Kenny	- Leixlip needs a theatre. It is difficult to believe that in a town that has a multitude of arts and drama groups that Kildare County Council has chosen not to provide for facilities in the LAP. Leixlip has a long and vibrant history of arts, stage schools, musical groups and societies, artists, singer/song writers,



Sub. No.	Name	Summary of Issues Raised
		<p>dance etc but has nowhere to showcase these talents.</p> <ul style="list-style-type: none">- As set out in National policy, the arts and culture are intrinsic to the Irish State and access to and participation in the arts needs to be increased. It is hard to believe that the arts are not even mentioned in the LAP. This omission need to be rectified and provision for the arts need to be provided in the LAP.
333 334	Lorcan Farrell Cilla Farrell	<ul style="list-style-type: none">- Section 4 of the LAP, in particular section 4.1 estimates that an additional build of 3,315 homes in Leixlip will see a rise in the population to 19,794. In 2011 the average household size is 3 persons. Applying the same ratio after adding 3,315 homes to the existing 5103 would give a total of 8,418 homes, at 3 persons per home, so a population of 25,254. This is significantly greater than the 19,794 proposed by the Draft LAP. It is unclear if all the calculations regarding waste treatment, vehicular levels, education requirements, community assets and facilities contained in the LAP were based on a population figure that is apparently grossly underestimated. It is required that the calculations used are clarified.- Population density in Leixlip is 2377.2 sqm based on the CSO figures for 2011. Assuming an increase in the area of 1.313 sqm, if the 131.3 hectares of proposed builds are completed, and an increase in the population at occupancy of 3 persons per house, Leixlip will have a Population of 25,254, living in 7.813 square kilometres giving us a new population density of 3232.3 per square kilometre. This means we will have a similar population density to Dublin City and Suburbs of 3498.1 per sqm (without their community facilities and infrastructure) and a population density 3 times the size of Ennis, with a similar population of 25360 but spread over an area of 22.7 square kilometres. The LAP has not given enough provision to community facilities for a densely population town and the facilities already in place were sufficient for a population circa 15,000 but their limited spaces may not suffice for a population of 25,000.- <u>KDA 1 The Wonderful Barn</u>: This site is listed as having a number of potential uses in the LAP, it would seem that to achieve all of them would require a more detailed Masterplan than what is covered in the LAP.<ul style="list-style-type: none">- Despite being listed as a tourism attraction (EDT3 and EDT03.9) the LAP makes no reference to appropriate parking facilities for tourism and allotment holders located on the site.- Section 7.6 designates The Wonderful Barn as one of two public parks in Leixlip (Policy OS3 refers). However KDA 1 states that 15.8 ha of the parkland will be used to build housing units, the remainder of the lands not in use by allotments or part of the Wonderful Barn structure is adjacent to the M4. There are no provisions in the LAP to mitigate against noise pollution as per the Kildare Noise Action Plan 2013—2018.- Further consideration is required by the planners to assess how KDA 1 can achieve 550 units, preserve and promote the Wonderful Barn as a tourist attraction, provide parkland, allotments and fulfil health and safety requirements.- Road Access to KDA 1 will be hard to achieve, there is a limited capacity on the single carriageway that is already busy with employment uses and a large number of residential estates. In addition there is no space in Wogansfield to accommodate a link to proposed KDA 2. This issue has not been satisfactorily addressed in the LAP.



Sub. No.	Name	Summary of Issues Raised
		<p>- <u>KDA 2 Celbridge Road (East)</u>: The proposed rezoning of this site would be contrary to the protection of both Leixlip Castle and Demesnes and the original boundary wall will need to be breached at Wogansfield and Leixlip Park to facilitate a safe new pedestrian/cycle route.</p> <ul style="list-style-type: none">- As per KDA 1, there are no mitigation measures proposed to alleviate the noise pollution at this location.- Land immediately abutting Leixlip Park is now approximately 2-3 metres higher than the adjoining development, therefore any development would be looking down on the adjoining residential developments. This has not been addressed in KDA 2.- As per KDA 1 the proposed entrance to KDA 2 offers limited sightlines and movement of the entrance is constrained by the M4 and existing residential developments. In addition the entrance to the KDA 1 will be almost directly opposite the entrance to KDA 2. This roadway does not have the capacity to cater for KDA 1 and KDA 2.- Future noise levels generated by Weston Airport have not been considered in the LAP. <p><u>Waste Water Treatment</u>: There is a discrepancy in the population growth calculations and the LAP acknowledges that the LLVRSS will not be able to cater for the population in the longer term and yet it is planning to build an additional 11,200+ units in the Kildare area of that sewerage scheme. It does not make sense to plan to build homes and rezone land in the certain knowledge that a reliable WWTS to cater for these additional homes. A feasibility/costing study is required along with commitments on funding these upgrades is required.</p> <p><u>Education</u>: Due to the proposed residential expansion plans within the boundaries of Leixlip there is seems to be no suitable site for a school or for a school to be expanded to 100% of its current size outside of the Confey area. However that would mean that 50% of the new residents of Leixlip would be required to travel to the other side of the town to transport their children to and from school. This would only serve to further strain an already overburdened road system.</p> <p><u>Movement and Transport</u>: The Leixlip LAP has omitted in its analysis of movement and transport, the issues around the R404 also called the Celbridge Road. The junction of the R404 and the R418 is already subject to congestion, the LAP proposal to add approx. 900+ houses feeding onto the R404 will only increase the issues here. There is no traffic signal or roundabout proposed to regulate traffic here.</p> <p>Due to this ongoing issue there is a tendency for traffic to use the street network through the Castletown estate to access the Green lane and in turn use this road to connect to the R449 and onto the M4. This traffic through the Castletown estate will double with the addition of 900+ homes and this will raise serious traffic safety concerns as currently children from Leixlip Park, Castletown Estate, Elton Court, Forest Park and if the proposed units are built at KDA1 And KDA2 then children from there all use this route to attend the 3 primary schools located on the Green Lane. There will also be increased congestion at the intersection of the Castletown estate street link to the Green lane road.</p> <p><u>Conclusion</u>: KDA 2 is not suitable for residential development and should not be rezoned as KDA. This area should be protected as part of the Leixlip Demesne and developed as a public amenity area for generations to come.</p>



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
335	Brendan O' Sullivan	Leixlip needs a theatre to accommodate its great number of theatre, variety and dance groups, none of whom have a local venue in which to rehearse or stage their performances. As a long term employee as a teacher in Leixlip, a town plan which does not include provision for the arts is short sighted and misguided. Build a theatre.
336	Lorraine, Patricia, Mary Fitzgerald	There should be no road through St. Catherine's Park as it would interfere with the natural beauty of the area. After amount of effort and money that the Council's and community have invested in the park, it is a disgrace that anyone would even think about building through it.
337	Tara Martin	Leixlip and the north Kildare area in general desperately need a cultural space/a purpose built theatre for the arts. Leixlip is a hive of theatrical and musical talent with no dedicated space for performance and rehearsal etc. Naas and Newbridge have their own theatres, however Leixlip and the entire densely population north Kildare area has no theatre space. The population of this area along warrants a theatre without question.
338	Fiona Comerford	<ul style="list-style-type: none"> - Objects to a road through St. Catherine's Park linking the N3 to the N4. The division of St. Catherine's Park at any point, a bridge over the River Liffey and Liffey Valley area, additional noise and air pollution resulting from the proposed roadways is not supported. - No consultation was carried out with the people and communities of the affected areas. - It appears that the Fingal Councillors did not know that the proposed road will go through St. Catherine's Park because it is not shown on the LAP map. - A masterplan for the area is also not supported.
339	Niamh Kenny	Leixlip needs at theatre. There are far too many performance arts groups in Leixlip to ignore this request.
340 342	Marie O' Neill John O' Neill	<ul style="list-style-type: none"> - Leixlip is already flooded with houses and traffic and has no proper amenities. This plan lacks foresight and appears to react only to a need for housing rather than thinking long term. The road through St. Catherine's Park will not solved any of Leixlip's problems. - It takes 15 minutes at 8am to get out of Leixlip village as the traffic coming from Celbridge and Lucan onto the Springfield Hotel roundabout causes huge delays for residents. The N4 is already like a car park and to think that there will be another major roadway connecting to the N4 is unthinkable. It will force people to reconsider living in Leixlip. - The provision of a roadway through St. Catherine's Park, which many people have fought hard to raise money for, should not be allowed. It shows a complete disregard for the people who live in Leixlip if KCC continues with this plan.
341	Siobhán Lawlor	<ul style="list-style-type: none"> - Supports the Leixlip Community Group and their proposed amendments to the Draft LAP. - Strongly disagrees with plans for the Wonderful Barn. - What has happened to the swimming pool that was promised in 2002?
343	Catriona Gorman	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St.</i>



Sub. No.	Name	Summary of Issues Raised
		<i>Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i> . Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted.
344	Carleen Stringer	<p>This submission has no problem with extra houses being built in Leixlip as long as consideration and action is given to key areas. Prior to any permission being granted for housing the poor infrastructure needs to be addressed in particular the following:</p> <ul style="list-style-type: none"> - Traffic congestion already exists in Leixlip. A third entrance/exit to the N4 near the Wonderful Barn would be essential to give the option to traffic wishing to access the N4 alternative route rather than congesting the village at peak times. - The bus service is in sufficient and is forced to travel through Lucan and Chapelizod, which is a very slow option for commuters. Extra buses with shorter routes would entice commuters out of their cars into public transport. - The drainage is very poor and any additional development would make matters worse. Improvements are needed prior to any development. - For every extra group of housing, large green areas need to provided for recreation such as play and walking as an alternative to the busy roads. - A swimming pool, extra shops and a larger village car park is needed before Leixlip grows any further. Areas should be designated for these uses before Leixlip becomes one big housing estate. We should learn from the mistakes of other boom towns and apply the right planning constraints on greed so that Leixlip can grow efficiently over the coming years. - KCC should consider placing charges on developers who will make great gains from their developments in order to generate funds that would go directly to KCC, similar to the LPT, so that the KCC can begin working on the infrastructure required in conjunction with the developers working on the housing estates. - Please plan Lexilip properly so that we don’t look back with regret on decisions and don’t let Leixlip turn into the spiralling boom time villages with nothing by endless housing estates and no real community and heritage.
345	Gerry Mc Cann	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted.
346	Leixlip Musical Society	<p>(i) The purpose of this submission is to highlight the lack of consideration given in the Draft LAP to the needs and opportunities for the provision of space for community performing arts. The following key points are raised:</p> <ul style="list-style-type: none"> - None of the numerous vibrant arts groups presently operating in Leixlip and who consistently produce renowned artistic endeavours are listed in the



Sub. No.	Name	Summary of Issues Raised
		<p>Section 7.6 of the Draft LAP and as a result their existing facilities (or lack of) are given no consideration in the LAP.</p> <ul style="list-style-type: none">- There is no dedicated space whatsoever in Leixlip to facilitate performance arts groups and their audiences. Large audiences that these groups attract bring economic and social benefits to Leixlip.- These groups work tirelessly to foster a creative heart in Leixlip with little or no support from the local authority.- Artistic endeavour should no longer be ignored by the local authority and public representatives who serve the Leixlip community. Appropriate performing arts facilities should be provided for in this LAP and embedded in the future plans for the town. <p>(ii) The Draft LAP should be improved by:</p> <ul style="list-style-type: none">- Conducting a proper assessment of existing arts groups in Leixlip and their potential social and economic benefits to the community.- Incorporate a dedicated ‘arts focus’ into the overall strategic vision for Leixlip and acknowledge the social value of same.- Incorporate a zoning objective to allow for a shared civic arts performance space or theatre in Leixlip. A specific objective should included in the LAP to develop a Centre for the Arts in the town that is capable of catering for all types of arts and should include a flexibly design theatre as well as space for exhibitions, rehearsals, music facilities etc.
347	Aoife Martin	The park is an integral part of Leixlip and vital for maintaining positive mental health amongst those who avail of it.
348	Ivy Jermyn Buckley	<p>The Wonderful Barn is an historical structure dating back to 1743, the structure and the surrounding parklands need to be protected and enhanced to a high quality amenity area or green space for biodiversity and recreational use. The following points are raised in relation to KDA 1 The Wonderful Barn:</p> <ul style="list-style-type: none">- Apartments and flat roof houses would not be appropriate in this area.- Layout must have regard to the need to protect key views within the site namely those from Castletown Housing from inside the Celbridge Road entrance and from within the existing residential developments. It appears that all of these views have been excluded from the Draft LAP.- In order to minimise the visual impact of any new residential development close to the Wonderful Barn, it must be sensitive to the cultural heritage of the surrounding areas and it should be low density development restricting all buildings to 2 storey in height.- A large playground should be provided as part of any development.- Existing mature trees and ditch between the Wonderful Barn should retained and improved with new planting where gaps are present.- It is not safe from security point of view to have a cycle/pedestrian path directly from the Wonderful Barn going through Rinawade. There is already a security risk evident where there is restricted access with damage to trees and vehicles, break-ins and disturbances becoming a regular occurrence. Any attempt by police to address this is hindered by the easy access out onto the Main Road. If a designated pathway is created this will only serve to exacerbate the problem. It is strongly recommended that this pathway is not included in the LAP.



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349	Tara Martin	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.
350	Tony Fagan	Objects to building of houses without any of the supports, schools, shops, recreation etc., or adequate capacity in sewerage system.
351	Jennifer Hollywood Smith	<ul style="list-style-type: none">- Proposed population increase will create capacity issue in the schools. Land needs to be zoned for schools in the LAP and for the purpose of accommodating the Gaelscoil announced by the DES for north Kildare.- The LAP should zone appropriate lands for community facilities including a new or extended playground and swimming pool.- The requirement for a minimum of 15% open space on site needs to be re-instated in the LAP.- Proposals for 4 storey development along the R449 should be removed.- The reference to a new primary care centre should be re-instated.
352	Keith Smyth	<ul style="list-style-type: none">- Proposed population increase will create capacity issue in the schools. Land needs to be zoned for schools in the LAP and for the purpose of accommodating the Gaelscoil announced by the DES for north Kildare.- The LAP should zone appropriate lands for community facilities including a new or extended playground and swimming pool.- The requirement for a minimum of 15% open space on site needs to be re-instated in the LAP.- Proposals for 4 storey development along the R449 should be removed.- The reference to a new primary care centre should be re-instated.
353	Luke Ingleton	Opposes any proposal to build a road through St. Catherine's Park and requests that such a proposal be blocked.
354	Stephanie Gartland	Opposes any proposal to build a road through St. Catherine's Park and requests an alternative be found.
355	Karen Brady	There is a need for a theatre or Arts Centre in Leixlip.
356	Paula Coffey	<ul style="list-style-type: none">- Requests CSO1.3 (new district at Confey) is removed from the Draft LAP as this rezoning relies on a road being built to the N4 and any development which would require a road through St. Catherine's Park is objectionable.- Requests new policy be added to protect St. Catherine's Park in its entirety from construction unrelated to recreational activity.
357	Peter Coffey	- Objects to any development at Confey which would affect the environment, health and pollution levels.



Sub. No.	Name	Summary of Issues Raised
		- Objects to any development that would see the destruction of any part of St. Catherine’s Park
358	Antonia Moran	Objects to development at Confey as it would necessitate a road through St. Catherine’s Park. The park should be protected.
359	Eoin Stank	Objects to proposed road through St. Catherine’s Park.
360	Patrick Rooney	<ul style="list-style-type: none"> - Objects to proposed road through St. Catherine’s Park to serve proposed housing. The park is important for biodiversity. (Ch 11, Sub 360) - Walking and cycling links to St. Catherine’s Park should be a priority.
361	John Halvey & Brid Murphy	<ul style="list-style-type: none"> - Schools in Leixlip are at full capacity and there is no provision in the draft LAP for additional facilities. - Sewerage infrastructure in the town is not adequate and the LAP will escalate matters. - The draft LAP does not appear to improve the roads infrastructure and would result in increased congestion and traffic incidents. - Additional population is proposed without addressing existing deficiencies; there are a number of vacancies in the town centre, the town is poorly serviced with shopping centres, there has been little investment in terms of teenagers and young adults and recreational investment is required.
362	Gerard & Catherine Costello	<p>Opposes residential zoning at Confey on the following grounds:</p> <ul style="list-style-type: none"> - It is not clear how a development of such scale would integrate with the existing community. - A masterplan should be prepared in advance of zoning, not after it, to determine whether the area is suitable for zoning. - It is not clear why Confey GAA has not been identified as for recreational use but is proposed for rezoning to residential. - None of the area around Confey has been highlighted as being of archaeological interest despite the presence of Confey Castle and the old church of St Columba which date back to around the 13th C. - Land owners in Confey have not been consulted. Submission requests clarification on the consultation process. - There is a known flood risk in the Confey area and the road from Confey to Dunboyne via Confey Park has regularly flooded. It is not clear how flood waters would be managed. - Strategic view of the draft LAP does not take reference of the decline of Hewlett Packard and possibility that an alternative occupant may be difficult to find. - Trains at Confey station are already full to capacity at commuting hours currently no certainty, committed money or fixed timelines in relation to electrification. It is not clear why the lands are being re-zoned before this happens. - The impact of such a large scale development on the surrounding road infrastructure, particularly the Captains Hill Road into Leixlip does not seem to have been considered in detail. - A full transport assessment for all of Leixlip should be carried out as part of a Master Plan prior to any potential rezoning of the proposed



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		<p>lands at Confey.</p> <ul style="list-style-type: none">- It is not clear how phasing is to be achieved when rezoning of significant lands and proposed development is identified without any detailed master plan. The strategic vision statement and the proposal to rezone the lands at Confey without a prior detailed masterplan are at odds.- There should be no road through St. Catherine’s Park.- It is not clear why Confey GAA has not been identified as for recreational use but is proposed for rezoning to residential.- None of the area around Confey has been highlighted as being of archaeological interest despite the presence of Confey Castle and the old church of St Columba which date back to around the 13th C.- A full transport assessment for all of Leixlip should be carried out as part of a Master Plan prior to any potential rezoning of the proposed lands at Confey.
363	Ella Hudson	Leixlip needs a theatre. This should be considered in the LAP. People have to travel to perform at theatres in other locations and those that can’t are missing out on great opportunities.
364	Philip Byrne	The park is an unparalleled resource serving countless families and should not be touched or encroached upon. There is massive public opposition to this.
365	Sarah O’ Loughlin	<ul style="list-style-type: none">- Objects to proposed road through St. Catherine’s Park to serve proposed housing. The park is important for biodiversity.- Walking and cycling links to St. Catherine’s Park should be a priority.
366	Aileen Mc Carthy	<ul style="list-style-type: none">- Planned population increase will create an issue with schools capacity. The statement that it ‘may’ be necessary to zone additional lands for schools is inadequate. A commitment to zone additional lands for schools must be included in the LAP.- Proposed KDAs 1-4 will have a significant impact on traffic congestion in Leixlip which is of concern given the already inadequate road infrastructure. A Traffic Impact Assessment should be completed before any development work commences on any KDA to assess the cumulative impact of the planned developments on the strategic road network. The recommendations from each TIA should be implemented in advance of development works commencing.- Traffic and inadequate parking facilities on the roads is a health and safety risk for school children. The LAP needs to address the current shortage of car parking in Leixlip, particularly for parents taking children to school.- The current playground in the Leixlip Amenities is small compared to that in Maynooth. The playground in St. Catherines Park is not within the boundary of the LAP and should not be included as an existing community facility.- A swimming pool should be proposed in the LAP for Leixlip. There is already a shortfall of facilities for the current population. An area should be considered and set aside within the draft LAP. The 2002 LAP detailed “Promote the development of a swimming pool to serve the



Sub. No.	Name	Summary of Issues Raised
		<p>people of Leixlip.” There are no solid plans to extend community facilities in line with a significant increase in population. The LAP should zone lands for an extension of community facilities, either a new playground or an extension to the one at the Amenities, and a swimming pool, which was in the last two LAPs. Lack of social infrastructure to support communities lead to social problems.</p> <ul style="list-style-type: none">- The new LAP should include an objective to support the provision of a primary care centre in Leixlip.- Proposed pedestrian entrances for permeability have been removed from the draft LAP and replaced with policy statement to enhance permeability. Any pedestrian/cycle access into Glen Easton Woods is of concern given the blind bend on approach. The cul-de-sac would no longer be a safe place to play if a walkway were opened. These types of walkways between estates lead to social problems and anti-social behaviour.- Wonderful Barn KDA 1: The statement that ‘Apartment and flat roof houses would not be appropriate in this area’ should be re-instated. The removal of the statement “To provide a minimum 15% of the residential lands as Open Space” is not acceptable. The site should be promoted as an integrated tourist attraction and include a large playground on the scale of St. Catherine’s Park with an adjacent skate park, and a picnic area. Low density development restricting all buildings to 2 storeys in height is proposed.- Leixlip Castle Demesne KDA 2: The statement in section 12.1.3 that “sections of the wall may need to be removed to facilitate vehicular and pedestrian access including along Celbridge Road” complete contravenes its protected status/protection orders. The zoning of these lands is opposed on cultural and heritage grounds. Existing protection orders should not be contravened in the interest of expedient development. The statement regarding 15% provision open space on site needs to be re-instated.- KDA3 Glen Easton: The statement regarding 15% provision open space on site needs to be re-instated. Planning permission has already been granted for 200 units on this site. The KDA has restrictions in the form of transmission lines, pylons, marshlands at the northern end. The site should only accommodate low density residential development at 30 per hectare. 4 storey development as part of the built edge R449 is opposed.- KDA 4 Leixlip Gate: The statement regarding 15% provision open space on site needs to be re-instated. An amendment is proposed to include “to complete a study as per Kildare Noise Action Plan 2013 – 2018, on the effect of motorway noise from M5 on KDA4. Physical alterations to site, changes to proposed location of residential units and sound barriers to be completed based on study findings”. The traffic congestion development of these lands will cause is a huge issue. Traffic Impact Assessments need to be carried out in advance of development. 4 storey developments along the R449 introducing the town are opposed.- Collinstown: The proposed zoning of Business and Technology is supported. The lands are strategically located in North Kildare and highly accessible to provide for future inward investment. Collinstown has the potential to facilitate a critical mass of high order employment uses



Sub. No.	Name	Summary of Issues Raised
		<p>and hence is less suitable for housing development. The lobbying by a councillor in Celbridge to have these lands re-zoned as residential is not supported.</p> <ul style="list-style-type: none">- Collinstown: It is proposed that the masterplan be open to a public layer of consultation to provide balanced representation for the community as to how the area should be developed.- Residential Density/Housing Mix: The LAP lacks specific detail with regard to the mix of housing types and related densities and sizes provided in each KDA. Indicative densities such as those included in Section 4.2.1 of the 2002 LAP should be included.- Wastewater/Sewerage: The LAP clearly states that following the upgrade of the Leixlip WWTP it will continue to have insufficient capacity to cater for planned growth in the longer term. It is therefore imperative to get a solid commitment that adequate water services are available to service development prior to re-zoning lands or granting planning permission.
367	Terry Cromer	<ul style="list-style-type: none">- Requests CS01.3 Confey Masterplan to be removed from the plan and related statements, actions and objectives to be amended accordingly. Implicit in this objective is the need for a new road to the M4, possibly through St. Catherine’s Park which is objectionable.- Confey and adjacent areas are only accessible to Leixlip via Captains Hill, further development of these areas is not sustainable. The development of Confey would require an SDZ which is outside the parameters of the LAP.- Requests new policy to be added: “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”- It would be more appropriate to zone Collinstown for housing, designed as a new settlement around a bus corridor, new rail station, with high density development within walking distance of public transport, new schools and local services, amenities and employment. Road links are already in place. Some of the housing proposed for other areas, e.g. Leixlip Demesne, could also go here. Some of the NAMA owned lands should be transferred to KCC for construction of public housing and amenities.
368	Michael Moroney	<ul style="list-style-type: none">- Leixlip Castle and Demesne are listed for protection in the County Development Plan and should be retained and developed as a park. Zoning for residential uses now is an undesirable precedent and could lead to further zoning within the demesne in the future- The traffic generated by KDA 1 and KDA 2 in addition to the existing schools, petrol station, church , Parish Centre, shops etc. will cause greater congestion on the Celbridge Road; more traffic will create more hazards- Opening up the rear of existing houses to pedestrians and cyclists in transit to the village centre would be in unacceptable security risk for exiting residences- Proposed plan would have a negative impact on Leixlip Castle and surrounding area.- Impact of the proposed development on homes in the area would be very significant.



Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- Existing services (roads, sewage, water, services, schools, leisure and medical facilities) will not be able to cope with such rapid expansions and citizens will be negatively affected.- New housing should be built on suitably zoned lands and in tandem with guaranteed supporting infrastructure, without impacting on the most important part of heritage of Leixlip.
369	Tom Treacy	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.
370	Ciara Bannon	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.
371	Lorraine Hamm	<ul style="list-style-type: none">- Inadequate provision for education along with the increase of population proposed.- Leixlip has no swimming pool, park or large playground.- Making a right turn out of Rinawade is difficult. Leixlip Village/Captains Hill is a bottleneck, currently a very difficult village to access.- Proposed development at the Wonderful Barn is inappropriate.- Housing must be provided in a way that protects and enhances a good quality of social standards.
372	Kathleen Cleary	<p>Objects to zoning at Confey on grounds of</p> <ul style="list-style-type: none">• Pressure on roads infrastructure, in particular Cope Bridge, Captains Hill, N4, which are already overburdened and cannot accommodate such increases in traffic.• Integration of new community with existing community.• Proposed link Road through St. Catherine's Park; no development that would promote a road from the M3 to the M4 through the park is supported.• Masterplan is proposed following re-zoning, it should not be re-zoned in advance of identifying infrastructural needs and funding.



Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">• Proposed development is on the boarder of Meath and Dublin which may lead to additional over development outside the control of KCC,• Impact of construction on residential amenity and loss of countryside feel with development.
373	Brian & Deborah Murray	<ul style="list-style-type: none">- Schools in Leixlip do not have adequate capacity for the proposed population. Additional lands are required to be zoned for new schools- There is no commitment to provide additional road infrastructure and capacity or to increase public transport services that an increased population would require.- Proposed housing development at the Wonderful Barn is inappropriate. If it is to proceed it should be a low density development restricted to 2 storeys in height with a large green space area with accompanying playground and facilities for families.- Pedestrian connectivity is not required and will inevitably lead to an increase in anti-social behaviour.- The proposed additional 3300 houses are not accompanied by a firm and prior commitment to provide the necessary corresponding increase in amenities, services and infrastructure. There is an absence of joined up thinking in the LAP.- The proposals on this LAP by the Leixlip Community Group are also supported.
374	James Cleary	<p>Objects to zoning at Confey on grounds of</p> <ul style="list-style-type: none">• Pressure on roads infrastructure, in particular Cope Bridge, Captains Hill, N4, which are already overburdened and cannot accommodate such increases in traffic.• Integration of new community with existing community.• Proposed link Road through St. Catherine’s Park; no development that would promote a road from the M3 to the M4 through the park is supported.• Masterplan is proposed following re-zoning; it should not be re-zoned in advance of identifying infrastructural needs and funding.• Proposed development is on the boarder of Meath and Dublin which may lead to additional over development outside the control of KCC.• Impact of construction on residential amenity and loss of countryside feel with development.
375	Adam Bluett	<p>Leixlip would benefit from a new theatre. Many groups in Leixlip have no specific performance space. A specific theatre in Leixlip would allow larger crowds to view performances and generate revenue for the town.</p>
376	Noel Collins	<ul style="list-style-type: none">- The Transport map identifies locations for new pedestrian/cycle links across the canal, which contradicts objective MT01.5 which only states that the feasibility of new pedestrian/cycle links should be examined. All proposed crossings should be removed from the map as they quickly become a congregation area for teenagers and result in antisocial behaviour.



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		<p>- The proposed bridge at the open green park area in River Forest estate would intrude on the privacy of residents at this location and would have a negative impact on the green amenity area in the River Forest estate. In addition, as the lands north of this location are zoned for new housing, the bridge will result in disturbance to existing residences when inebriated revellers return home late at night using the bus service which terminates near the proposed bridge.</p>
377	David Cleary	<p>Objects to zoning at Confey on grounds of</p> <ul style="list-style-type: none">• Pressure on roads infrastructure, in particular Cope Bridge, Captains Hill, N4, which are already overburdened and cannot accommodate such increases in traffic, and this would lead to increased traffic hazard.• Proposed link Road through St. Catherine’s Park is appalling and totally contrary to the green infrastructure policy. It is noted that GIO1.7 has been amended compared to the previous Draft LAP and no longer references St. Catherine’s Park. No development that would promote a road from the M3 to the M4 through the park is supported.• There are insufficient amenities in the Leixlip/Confey area to support such a development.• No masterplan is in place.• Little consideration has been given as to how the development would integrate with the community.• Recent legislation fast tracking housing development would take away the control from the local Council.• Proposed development is on the boarder of Meath and Dublin which may lead to additional over development outside the control of KCC,• Train/bus network and parking not at Confewy not sufficient for such an increase in commuters.• Impact of construction on residential amenity and loss of countryside feel with development.
378	Una Duffy	<p>Objects to zoning at Confey on grounds of</p> <ul style="list-style-type: none">• Road and water infrastructure is inadequate and already over burdened/ congested.• The scale and density of development would have a negative impact on the quality of life for existing residents through loss of green space, traffic congestion, wastewater infrastructure problems, social problems from high density housing.• Development at this location along the Royal Canal and Liffey Valley would conflict with natural heritage policies NHO1.3
379	Deirdre Cleary	<p>Objects to zoning at Confey on grounds of</p> <ul style="list-style-type: none">• Pressure on roads infrastructure, in particular Cope Bridge, Captains Hill, N4, which are already overburdened and cannot accommodate such increases in traffic, and this would lead to increased traffic hazard.• Proposed link Road through St. Catherine’s Park is appalling and totally contrary to the green infrastructure policy. It is noted that GIO1.7 has



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		<p>been amended compared to the previous Draft LAP and no longer references St. Catherine’s Park. No development that would promote a road from the M3 to the M4 through the park is supported.</p> <ul style="list-style-type: none">• There are insufficient amenities in the Leixlip/Confey area to support such a development.• No masterplan is in place.• Little consideration has been given as to how the development would integrate with the community.• Recent legislation fast tracking housing development would take away the control form the local Council.• Proposed development is on the boarder of Meath and Dublin which may lead to additional over development outside the control of KCC,• Train/bus network and parking not at Confey not sufficient for such an increase in commuters.• Impact of construction on residential amenity and loss of countryside feel with development.
380	Maria Wallace	<p>- The Transport map identifies locations for new pedestrian/cycle links across the canal, which contradicts objective MT01.5 which only states that the feasibility of new pedestrian/cycle links should be examined. All proposed crossings should be removed from the map as they quickly become a congregation area for teenagers and result in antisocial behaviour.</p> <p>- The proposed bridge at the open green park area in River Forest estate would intrude on the privacy of residents at this location and would have a negative impact on the green amenity area in the River Forest estate. In addition, as the lands north of this location are zoned for new housing, the bridge will result in disturbance to existing residences when inebriated revellers return home late at night using the bus service which terminates near the proposed bridge.</p>
381	Margaret Crinion	<p>- The scale of the plan/zoning proposed is inappropriate and goes against best practice and government guidelines. The scale of new residential schemes should be in proportion to the pattern and grain of existing development, proceeding on the basis of a number of well integrated sites around the town centre rather than rapid growth driven by one very large site. Proposals will have a huge impact on the community. The most successful communities evolve. In this type of scenario, families will take up residence with no facilities in place which destroys the community to the financial benefit of a few. The Guidelines for Planning Authorities for Sustainable Residential Development in Urban Areas advise against the rapid expansion of smaller settlements and large housing estates of standardised design such as is proposed in Confey.</p> <p>- There is no masterplan for the Confey area and under new legislation applications for 100+ houses will go to An Bord Pleanala, and the need for a Master Plan can be ignored by An Bord Pleanala. The lack of a development plan will create a situation where amenities and services are playing catch-up with housing e.g. schools, health services, policing, traffic control.</p> <p>- No new road should go through St. Catherine’s Park.</p>



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		<p>- Any new road from Confey will negatively affect trading in Leixlip Village as Lucan will be just as close and get the trade. The access road through Kellys Lane would give the town a better chance of getting the trade over Maynooth as it is closer.</p> <p>- The character and cultural/historic aspects of the village should be retained and a centre created for the community. Leixlip could be pedestrianised with car-parks around the edge of the village. This is as important as planning for housing.</p>
382	Henry Stewart	This plan does not address the problem of increased traffic travelling through the Leixlip Castletown housing estate to get from the Celbridge Road to Green Lane/Easton road. This should be addressed in advance of any development as part of grants of planning permission. A 1km road connecting the Celbridge Road to the back of the Hewlett Packard site would divert this traffic from the housing estates and give easy access to the motorway interchange. It could be laid from the existing roundabout and along the boundary between the Barnhall Ruby Club and the HP site
383	John Farrell	Objects to proposed road through St. Catherine’s Park. A mass re-zoning without any proper plan or clarity in relation to the proposed road is not a responsible way forward.
384	Laura Casey	<p>- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.</p> <p>- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted.</p> <p>- It would be more appropriate to zone Collinstown for housing, designed as a new settlement around a bus corridor, new rail station, with high density development within walking distance of public transport, new schools and local services, amenities and employment. Road links are already in place. Some of the housing proposed for other areas, e.g. Leixlip Demesne, could also go here. Some of the NAMA owned lands should be transferred to KCC for construction of public housing and amenities.</p>
385	Sean Crinion & Rebecca Geraghty	Objects to plan to build 2000 houses at Confey and put a road through St. Catherine’s Park. Information from the County Council is manipulative and hiding the truth from Leixlip residents. A proper plan is required.
386	Therese Walsh	Leixlip is a hotbed of talent in the arts. A theatre should be provided for residents to grow talent in the area.
387	Richard Faries	Plan should not proceed until the infrastructure and impact assessment for current population is complete and published.
388	Maria & Mark Heartly	<p>Objects to zoning at Confey on grounds of:</p> <ul style="list-style-type: none"> • Detail on Confey Masterplan is extremely vague. • Objective of CSO1.3 leaves open the possibility of a new road to the M4, possibly through St Catherine’s Park. The LAP acknowledges the need for



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

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		<p>improved access to this area as part of the development of the strategic road network. The detail of the critical infrastructure like a major road or where it will be is not stated.</p> <ul style="list-style-type: none">• Unclear why there is a proposal for a district scale park in the Confey masterplan area when St. Catherine’s Park already exists. This suggests that there are other plans for the park.• This road would be in contradiction of the draft LAP and the CDP to provide green spaces and promote biodiversity.• Any development that would rely on a road from the M3 to the M4 built by any local authority or state agency that would go through St. Catherine’s Park is strongly opposed.
389	Neena Magill	Leixlip would benefit from a new theatre. The Arts is something that can give a child or adult a rare gift and give them confidence and happiness. Please give Leixlip a theatre.
390	Sinead Fitzpatrick	<ul style="list-style-type: none">- The amendments proposed by the Leixlip Community Group to the draft Leixlip LAP are supported.- Housing should not be provided in advance of adequate infrastructure - transport, health, education, youth and community services. There is already severe traffic congestion at peak and school collection times in the town.- The impact on heritage and natural sites is of concern; e.g the Wonderful Barn, Leixlip Castle Demesne, Canal walk. The environs of heritage sites should be protected and developed as a tourist attraction. Proposed changes to Leixlip Demesne with regard to traffic, air and noise pollution, impact on social issues are of concern.- Any potential change to St. Catherine’s Park is of concern. The park provides a wide range of facilities and is an area of unique biodiversity. It contributes to cleaner air, opportunities for exercise and experience of nature. Any change to the park and/or access to it from Glendale/the village is opposed.- The submission is opposed to the development of high density housing in the Collinstown area at the expense of its development as a digital hub.- Rapid population increase proposed does not take account of aging populations and environmental, transport, educational, health and social care needs of all the residents including access to health and social care services as close to home as possible. Primary health care centre in Leixlip is badly needed.- There is an imbalance between massive development in one corner of North East Kildare rather than across different parts of the county. More residents would be welcome in the area on an incremental basis once planned based on population projection and taking account of population demographics and necessary health, social, educational, employment, transport, recreational, sewerage and water treatment infrastructure and the necessary time and resources required to put this infrastructure in place.
391	Shane Brennan	<ul style="list-style-type: none">- Opposes any housing on the Wonderful Barn lands and Leixlip Demesne as the environment would be affected by the noise, pollution, encroachment on the natural environment, traffic.



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		<ul style="list-style-type: none"> - Objects to the destruction of St. Catherine’s Park by development of a link road. KCC should oppose the Final plan too. - Opposed to housing at Confey which will destroy the area through noise, pollution, encroachment on the natural environment, traffic.
392	Celene Myles	Leixlip needs a theatre.
393	Miriam O’ Brien	Leixlip needs a theatre.
394	John O’ Neil	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted.
395	Stella Barrett	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted. - Objective CSO1.4 for Collinstown should be amended to accommodate new residential development. A masterplan should be carried out to include: mixed-town centre development, high density residential, local retail and services, along public transport corridor, on a grid layout, car-free streets, pedestrian / cycle access to employment, near-zero-energy housing with educational, childcare and recreational provision.
396	Roisin O’ Neill	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted.
397	Maitiu O’ Neill	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St.



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		Catherine’s Park, is unwanted.
398	Seamus O’ Neil	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted.
399	Mary O’ Neill	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted.
400	Frank O’ Neill	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted.
401	Paula Donohue	<ul style="list-style-type: none"> - Objects to the rezoning of lands at Confey for housing of the scale envisaged and construction of associated link road. The plan would appear to be a disaster waiting to happen and the people of Leixlip will suffer the fallout. It concludes that Leixlip will no longer be a wonderful place to live if these plans go ahead. Confey will be a vast swathe of houses. - 1,500 houses could result in 6,000 additional people at Confey. - Local schools do not have capacity to cater for the envisaged growth. How will additional students be accommodated while the new schools are being delivered? Prefabs or cramped classrooms must be avoided. - Collinstown is the ideal location for a new sustainable settlement of housing with employment in walking distance, access to M4, it’s on the railway. - Objective CSO1.3 should be removed and any related statement, actions and objectives amended accordingly. - A new objective GIO1.10 should be inserted as follows: “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”. Development that would promote building a road through



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		<p>any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted.</p> <ul style="list-style-type: none"> - Some of the NAMA land in Collinstown should be transferred to the Council for schools, amenities provision and good quality public housing. - CSO1.4 should be revised so that Collinstown is development for residential purposes. - Section 12.2 should include the following: “Set out a detailed masterplan for the development of the Collinstown area as whole. Indicate a mixed-town development, with residential combined with local retail and other services, along a public transport corridor, on a grid layout indicating car-free streets and pedestrian/cycle access to nearby employment, near-zero-energy housing and including educational, childcare and recreational provision”. - The figure of 0.13 childcare places per new home is preposterous. - St. Catherine’s Park is listed in Table 7.3 as a community facility and yet the plan sacrifices the park for a road. This is farcical. - Kildare and Fingal County Councils are downplaying the threat to the park. If it is not the intention to build a road through the park, it should be removed from official plans. - If Confey traffic is diverted to Cope Bridge, this would be an unmitigated disaster as congestion is already chronic at peak times. - Effectively the Leixlip side of the Park will be replaced by a road. Given the amount of people who use the park this will give rise to serious safety issues. Additional noise and air pollution is of concern. - Lands around Confey are prone to flooding. Flood mapping is useless if local owners are not consulted. - Health services are at capacity. There is no reference to Garda resources. - The Wonderful Barn is a fantastic landmark. Hundreds of houses around it would be disgraceful. It should be protected, not destroyed. - Few employees of Intel or HP live in Leixlip. The amount of money employees put into local businesses is low. - Train services are running dangerously over capacity. How realistic is it that the DART line to Maynooth will be up and running during the life of the LAP? - The plans for Arthur Guinness Square are a ridiculous waste of money. - Policy EDTO3.5 (supporting hotels) is too late. Leixlip House is used by SDCC for homeless accommodation. Action should be the Councils main priority. - The phrase “support and facilitate” does not confirm that provision of community facilities will happen. Councillors should divulge any interests in land in question and any meetings held with the landowners. - New housing legislation removes the right of appeal, except High Court proceedings which are unfair and unjust
402	Daniel Donohue	<ul style="list-style-type: none"> - Objects to the rezoning of lands at Confey for housing of the scale envisaged and construction of associated link road. The plan would appear to be a disaster waiting to happen and the people of Leixlip will suffer the fallout. It concludes that Leixlip will no longer be a wonderful place to live if these plans go ahead. Confey will be a vast swathe of houses. - 1,500 houses could result in 6,000 additional people at Confey.



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		<ul style="list-style-type: none">- Local schools do not have capacity to cater for the envisaged growth. How will additional students be accommodated while the new schools are being delivered? Prefabs or cramped classrooms must be avoided.- Collinstown is the ideal location for a new sustainable settlement of housing with employment in walking distance, access to M4, it's on the railway.- Objective CSO1.3 should be removed and any related statement, actions and objectives amended accordingly.- A new objective GI01.10 should be inserted as follows: "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity". Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.- Some of the NAMA land in Collinstown should be transferred to the Council for schools, amenities provision and good quality public housing.- CSO1.4 should be revised so that Collinstown is development for residential purposes.- Section 12.2 should include the following: "Set out a detailed masterplan for the development of the Collinstown area as whole. Indicate a mixed-town development, with residential combined with local retail and other services, along a public transport corridor, on a grid layout indicating car-free streets and pedestrian/cycle access to nearby employment, near-zero-energy housing and including educational, childcare and recreational provision".- The figure of 0.13 childcare places per new home is preposterous.- St. Catherine's Park is listed in Table 7.3 as a community facility and yet the plan sacrifices the park for a road. This is farcical.- Kildare and Fingal County Councils are downplaying the threat to the park. If it is not the intention to build a road through the park, it should be removed from official plans.- If Confey traffic is diverted to Cope Bridge, this would be an unmitigated disaster as congestion is already chronic at peak times.- Effectively the Leixlip side of the Park will be replaced by a road. Given the amount of people who use the park this will give rise to serious safety issues. Additional noise and air pollution is of concern.- Lands around Confey are prone to flooding. Flood mapping is useless if local owners are not consulted.- Health services are at capacity. There is no reference to Garda resources.- The Wonderful Barn is a fantastic landmark. Hundreds of houses around it would be disgraceful. It should be protected, not destroyed.- Few employees of Intel or HP live in Leixlip. The amount of money employees put into local businesses is low.- Train services are running dangerously over capacity. How realistic is it that the DART line to Maynooth will be up and running during the life of the LAP?- The plans for Arthur Guinness Square are a ridiculous waste of money.- Policy EDT03.5 (supporting hotels) is too late. Leixlip House is used by SDCC for homeless accommodation. Action should be the Councils main priority.- The phrase "support and facilitate" does not confirm that provision of community facilities will happen. Councillors should divulge any interests in land



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		<p>in question and any meetings held with the landowners.</p> <ul style="list-style-type: none"> - New housing legislation removes the right of appeal, except High Court proceedings which are unfair and unjust
403	Aileen Young	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GI01.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park is unwanted. - Objective CSO1.4 for Collinstown should be amended to accommodate new residential development. A masterplan should be carried out to include: mixed-town centre development, high density residential, local retail and services, along public transport corridor, on a grid layout, car-free streets, pedestrian / cycle access to employment, near-zero-energy housing with educational, childcare and recreational provision.
404	Emer & Aileen Donohue	<ul style="list-style-type: none"> - Objects to the rezoning of lands at Confey for housing of the scale envisaged and construction of associated link road. The plan would appear to be a disaster waiting to happen and the people of Leixlip will suffer the fallout. It concludes that Leixlip will no longer be a wonderful place to live if these plans go ahead. Confey will be a vast swathe of houses. - 1,500 houses could result in 6,000 additional people at Confey. - Local schools do not have capacity to cater for the envisaged growth. How will additional students be accommodated while the new schools are being delivered? Prefabs or cramped classrooms must be avoided. - Collinstown is the ideal location for a new sustainable settlement of housing with employment in walking distance, access to M4, it’s on the railway. - Objective CSO1.3 should be removed and any related statement, actions and objectives amended accordingly. - A new objective GI01.10 should be inserted as follows: <i>“It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted. - Some of the NAMA land in Collinstown should be transferred to the Council for schools, amenities provision and good quality public housing. - CSO1.4 should be revised so that Collinstown is development for residential purposes. - Section 12.2 should include the following: <i>“Set out a detailed masterplan for the development of the Collinstown area as whole. Indicate a mixed-town development, with residential combined with local retail and other services, along a public transport corridor, on a grid layout indicating car-free streets and pedestrian/cycle access to nearby employment, near-zero-energy housing and including educational, childcare and recreational provision”</i>. - The figure of 0.13 childcare places per new home is preposterous.



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

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		<ul style="list-style-type: none">- St. Catherine’s Park is listed in Table 7.3 as a community facility and yet the plan sacrifices the park for a road. This is farcical.- Kildare and Fingal County Councils are downplaying the threat to the park. If it is not the intention to build a road through the park, it should be removed from official plans.- If Confey traffic is diverted to Cope Bridge, this would be an unmitigated disaster as congestion is already chronic at peak times.- Effectively the Leixlip side of the Park will be replaced by a road. Given the amount of people who use the park this will give rise to serious safety issues. Additional noise and air pollution is of concern.- Lands around Confey are prone to flooding. Flood mapping is useless if local owners are not consulted.- Health services are at capacity. There is no reference to Garda resources.- The Wonderful Barn is a fantastic landmark. Hundreds of houses around it would be disgraceful. It should be protected, not destroyed.- Few employees of Intel or HP live in Leixlip. The amount of money employees put into local businesses is low.- Train services are running dangerously over capacity. How realistic is it that the DART line to Maynooth will be up and running during the life of the LAP?- The plans for Arthur Guinness Square are a ridiculous waste of money.- Policy EDT03.5 (supporting hotels) is too late. Leixlip House is used by SDCC for homeless accommodation. Action should be the Councils main priority.- The phrase “support and facilitate” does not confirm that provision of community facilities will happen. Councillors should divulge any interests in land in question and any meetings held with the landowners.- New housing legislation removes the right of appeal, except High Court proceedings which are unfair and unjust
405	Fiona Comerford	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.)- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted.
406	Karen Somors	“Young people of Leixlip want this” (No topic stated)
407	Declan Kelly	This submission objects to KDA 4 on the following grounds: no buildings over 2 stories, no ‘landmark building’, no disturbance to the lane leading to Leixlip Gate, no disturbance to setting of Kilmacredock House which is over 250 years old; a traffic management plan for Easton Road/Green lane should be carried out.
408	Anne Marie Reilly	Save St. Catherine’s Park



Sub. No.	Name	Summary of Issues Raised
409	Tom & Bernadette Murray	<ul style="list-style-type: none">- Seeks an agricultural zoning on lands referred to as KDA 2.- Leixlip Castle and Demesne should be protected for its architectural and heritage value. It is the historical centre of Leixlip and should be retained for posterity not rezoned. Pollution from Weston Airport would also make it undesirable.- The resulting increased traffic on the Celbridge Road will exacerbate existing problems at the junction with Maynooth Road and at the junction on Main Street and Confey Hill. Extensive road infrastructure would be required to cope with increased traffic.- A traffic flow census must be carried out. A car park must be provided in the town. The temporary one-way system at Cope Bridge has been in place for 10 years with no signs of upgrading.- Provision should be made in the plan for procurement of lands for additional primary and post primary schools.- The provision of additional sewage works would be a necessary requirement prior to any development being proposed or allowed. The existing system is not good, with problems such as odours.
410	Seamus Kenny	<p>It is disappointing there is no reference to the Arts in the plan. Leixlip has a long tradition with the Arts, with numerous stage and dance schools, musical and drama groups. A theatre should be included in the final plan, as it was in Section 6 of the 2010 LAP</p>
411	Cara O' Sullivan	<ul style="list-style-type: none">- There must be a commitment in the plan to zone land for two primary schools and one post primary school.- There must be a commitment for adequate water services to service the planned development prior to the zoning of lands and / or granting of planning permission.- The 4 no. KDA's will have a significant impact on traffic congestion, which will cause safety issues. A Traffic Impact Assessment must be completed before any work commences on any KDA to assess cumulative impacts. Recommendations from TIA's must be implemented before works commence. It cannot be on a case by case basis.- The objective to promote the development of a swimming pool, as was contained in the previous LAPs should be reinstated. There are no solid plans to extend the community facilities in line with population increase. Land should be zoned for these specific purposes (pool, playground).- The parklands at The Wonderful Barn must be enhanced to a high quality amenity area/green space for biodiversity and recreational use, and protected from the zoned land. Promoting The Wonderful barn as an integrated tourism attraction should include a large playground/skatepark and a picnic area.- The following should be reinstated into KDA 1: "Apartments and flat roof houses would not be appropriate in this area"; "Building layout must have regard to the need to protect key views within the site, namely those from Castletown House, from inside the Celbridge Road entrance, and from within the existing residential developments"; "To provide a minimum of 15% of the residential lands as Open Space".- The statement in Section 12.1.2 which allows section of the Leixlip Castle Demesne wall to be removed to facilitate access intoKDA2 contravenes protection of our built and natural heritage.



Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- The revisions made to the Green Infrastructure objectives (GIO1.7 and 8 in Nov Draft LAP) should be reversed to give greater protection to trees.- Supports Collinstown as a digital hub for North Kildare for the following reasons: the lands are strategically located and highly accessible; it has potential to facilitate a critical mass of high order employment. The Collinstown masterplan should be open to public consultation.- KDA 1: repeated as above.- Zoning of KDA 2 is opposed on heritage grounds. The 15% open space requirement must be reinstated.- KDA 3: The 15% open space requirement must be reinstated. Permission has been granted for 200 units on this site. This site should only accommodate low density housing. There should not be 4 storey development along the R449.- KDA 4: The 15% open space requirement must be reinstated; a TIA must be completed and recommendations implemented in advance of the commencement of KDA4; there should not be 4 storeys along the R449; high rise is out of character with the town; a new stipulation should be included requiring a study to be carried out on the effect of motorway noise from the M4 on KDA 4.- Residential densities included in the 2002 LAP should be reinstated.- Changes have been made to the Draft LAP in relation to population projections, connectivity/ permeability, Confey, Open space which are noted.- A primary care centre will be imperative given the increase proposed in population.
412	Kevin O' Rourke	<ul style="list-style-type: none">- There must be a commitment in the plan to zone land for two primary schools and one post primary school.- There must be a commitment for adequate water services to service the planned development prior to the zoning of lands and / or granting of planning permission.- The 4 no. KDA's will have a significant impact on traffic congestion, which will cause safety issues. A Traffic Impact Assessment must be completed before any work commences on any KDA to assess cumulative impacts. Recommendations from TIA's must be implemented before works commence. It cannot be on a case by case basis.- The objective to promote the development of a swimming pool, as was contained in the previous LAPs should be reinstated. There are no solid plans to extend the community facilities in line with population increase. Land should be zoned for these specific purposes (pool, playground).- The parklands at The Wonderful Barn must be enhanced to a high quality amenity area/green space for biodiversity and recreational use, and protected from the zoned land. Promoting The Wonderful barn as an integrated tourism attraction should include a large playground/skatepark and a picnic area.- The following should be reinstated into KDA 1: "Apartments and flat roof houses would not be appropriate in this area"; "Building layout must have regard to the need to protect key views within the site, namely those from Castletown House, from inside the Celbridge Road entrance, and from within the existing residential developments"; "To provide a minimum of 15% of the residential lands as Open Space".- The statement in Section 12.1.2 which allows section of the Leixlip Castle Demesne wall to be removed to facilitate access intoKDA2 contravenes




Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		<p>protection of our built and natural heritage.</p> <ul style="list-style-type: none">- The revisions made to the Green Infrastructure objectives (GIO1.7 and 8 in Nov Draft LAP) should be reversed to give greater protection to trees.- Supports Collinstown as a digital hub for North Kildare for the following reasons: the lands are strategically located and highly accessible; it has potential to facilitate a critical mass of high order employment. The Collinstown masterplan should be open to public consultation.- KDA 1: repeated as above.- Zoning of KDA 2 is opposed on heritage grounds. The 15% open space requirement must be reinstated.- KDA 3: The 15% open space requirement must be reinstated. Permission has been granted for 200 units on this site. This site should only accommodate low density housing. There should not be 4 storey development along the R449.- KDA 4: The 15% open space requirement must be reinstated; a TIA must be completed and recommendations implemented in advance of the commencement of KDA4; there should not be 4 storeys along the R449; high rise is out of character with the town; a new stipulation should be included requiring a study to be carried out on the effect of motorway noise from the M4 on KDA 4.- Residential densities included in the 2002 LAP should be reinstated.- Changes have been made to the Draft LAP in relation to population projections, connectivity/ permeability, Confey, Open space which are noted.- A primary care centre will be imperative given the increase proposed in population.
413	Keith Brennan	<ul style="list-style-type: none">- There must be a commitment in the plan to zone land for two primary schools and one post primary school to accommodate the growth.- The 4 no. KDA's will have a significant impact on traffic congestion, which will cause safety issues. A Traffic Impact Assessment must be completed before any work commences on any KDA to assess cumulative impacts. Recommendations from TIA's must be implemented before works commence. It cannot be on a case by case basis.- The following should be reinstated into KDA 1: "To provide a minimum of 15% of the residential lands as Open Space". "Apartments and flat roof houses would not be appropriate in this area"; "Building layout must have regard to the need to protect key views within the site, namely those from Castletown House, from inside the Celbridge Road entrance, and from within the existing residential developments".- The Wonderful Barn is an important heritage asset and accordingly any residential development nearby should only be low density, max 2 storeys in height with 15% min open space.- KDA 3: The 15% open space requirement must be reinstated. Permission has been granted for 200 units on this site. This site should only accommodate low density housing. There should not be 4 storey development along the R449.- KDA 4: The 15% open space requirement must be reinstated; a TIA must be completed and recommendations implemented in advance of the commencement of KDA4; there should not be 4 storeys along the R449; high rise is out of character with the town;



Sub. No.	Name	Summary of Issues Raised
414	Vivion O’ Brien	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted.- The proposed road improvements at Cope Bridge, Captains Hill and Kellystown Lane are inadequate to cope with expected increase in car volumes. Significant housing is a ‘trojan horse’ and the road through the park becomes inevitable.- Objective CSO1.4 for Collinstown should be amended to accommodate new residential development. A masterplan should be carried out to include: mixed-town centre development, high density residential, local retail and services, along public transport corridor, on a grid layout, car-free streets, pedestrian / cycle access to employment, near-zero-energy housing with educational, childcare and recreation provision.
415	Peter Gaffney	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted.- The N4 is currently massively congested at peak times with delays from Junctions 5, 6, and 7. The N4 cannot cope with increased population proposed by Kildare, Final and South Dublin County Councils. The train line is also congested. The scale of housing proposed will have massive traffic implications.
416	Colin Reade	This submission objects to a proposed pedestrian/cycle entrance at Rinawade Lawn as this would be a danger to children and would attract unsociable behaviour.
417	James & Terence Kelly	This submission seeks the re-zoning of 34 hectares of land at Collinstown from ‘Business & Technology’ to ‘Residential’. The reasons put forward for this are: the business zoning may isolate the land in a commercial market; Intel and HP would unlikely have an interest to expand on these lands with little or no appetite by other multinationals; the location is convenient for residential uses off the motorway near transport nodes; the lands are well serviced with drainage pipes in situ; the lands could be developed in a timely manner for housing partially fulfilling KCC’s objectives for housing; it would require less infrastructural outlay than Confey.



Sub. No.	Name	Summary of Issues Raised
		
418	Norah & Paddy Blount	St. Catherine's Park contributes greatly to the quality of life for young and old. This submission does not support any road going through St. Catherine's Park. The environment is already being ruined by bad management nationally and internationally. Our green areas and beautiful parks are what make us unique. Future development should be planned with empathy for people and nature.
419	Sean Donohue	<ul style="list-style-type: none">- Objects to the rezoning of lands at Confey for housing of the scale envisaged and construction of associated link road. The plan would appear to be a disaster waiting to happen and the people of Leixlip will suffer the fallout. It concludes that Leixlip will no longer be a wonderful place to live if these plans go ahead. Confey will be a vast swathe of houses.- 1,500 houses could result in 6,000 additional people at Confey.- Local schools do not have capacity to cater for the envisaged growth. How will additional students be accommodated while the new schools are being delivered? Prefabs or cramped classrooms must be avoided.- Collinstown is the ideal location for a new sustainable settlement of housing with employment in walking distance, access to M4, it's on the railway.- Objective CSO1.3 should be removed and any related statement, actions and objectives amended accordingly.- A new objective GI01.10 should be inserted as follows: "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity". Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.



Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- Some of the NAMA land in Collinstown should be transferred to the Council for schools, amenities provision and good quality public housing.- CSO1.4 should be revised so that Collinstown is development for residential purposes.- Section 12.2 should include the following: “Set out a detailed masterplan for the development of the Collinstown area as whole. Indicate a mixed-town development, with residential combined with local retail and other services, along a public transport corridor, on a grid layout indicating car-free streets and pedestrian/cycle access to nearby employment, near-zero-energy housing and including educational, childcare and recreational provision”.- The figure of 0.13 childcare places per new home is preposterous.- St. Catherine’s Park is listed in Table 7.3 as a community facility and yet the plan sacrifices the park for a road. This is farcical. (419: C11)- Kildare and Fingal County Councils are downplaying the threat to the park. If it is not the intention to build a road through the park, it should be removed from official plans.- If Confey traffic is diverted to Cope Bridge, this would be an unmitigated disaster as congestion is already chronic at peak times. (419: C8)- Effectively the Leixlip side of the Park will be replaced by a road. Given the amount of people who use the park this will give rise to serious safety issues. Additional noise and air pollution is of concern.- Lands around Confey are prone to flooding. Flood mapping is useless if local owners are not consulted.- Health services are at capacity. There is no reference to Garda resources.- The Wonderful Barn is a fantastic landmark. Hundreds of houses around it would be disgraceful. It should be protected, not destroyed.- Few employees of Intel or HP live in Leixlip. The amount of money employees put into local businesses is low.- Train services are running dangerously over capacity. How realistic is it that the DART line to Maynooth will be up and running during the life of the LAP?- The plans for Arthur Guinness Square are a ridiculous waste of money.- Policy EDTO3.5 (supporting hotels) is too late. Leixlip House is used by SDCC for homeless accommodation. Action should be the Councils main priority.- The phrase “support and facilitate” does not confirm that provision of community facilities will happen. Councillors should divulge any interests in land in question and any meetings held with the landowners.- New housing legislation removes the right of appeal, except High Court proceedings which are unfair and unjust.
421	Patrick Blount	St. Catherine’s Park contributes greatly to the quality of life for young and old. This submission does not support any road going through St. Catherine’s Park. The environment is already being ruined by bad management nationally and internationally. Our green areas and beautiful parks are what make us unique. Future development should be planned with empathy for people and nature.
421	Eoin Saidlear	<ul style="list-style-type: none">- A new slip road from the Celbridge Road to the M4 is required at the R404 bridge.- Accommodation Road must be closed off at the one-way section as traffic currently illegally travels the wrong way down this one-way street (at No.’s



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		<p>447 and 448) (under MTO 3.7).</p> <ul style="list-style-type: none">- The TII should be required to re-surfaced the M4 with a noise reducing surface (under MTO3.8)- The plan must include a reference to a local swimming pool to be provided at Leixlip Amenities.
422	Catherine Kingston	<ul style="list-style-type: none">- The 4 KDA's will put intolerable pressure on the road infrastructure which is already inadequate. The town is congested.- Opposes a masterplan at Confey. The road network cannot cope with a new town. There is no access to national roads without using Confey/Captains Hill/Leixlip Village and no provision for cyclists and pedestrians.- Additional amenities / parking / funding will be required to meet demand and assist in the creation of a community.- There should be no road going through St. Catherine's Park or a bridge spanning the Liffey: it would be ugly, generate pollution; impact negatively on health. It is incumbent that KCC ascertain details from Fingal County Council of their intentions in this regard and advise residents of the area.- There must be joined up thinking in relation to the rezoning of land to the west of Dublin with each Council working together.- Has the NTA confirmed that the new developments will have little or no effect on the N4 and M50 during peak hours? Will travel times be affected at peak times?
423	Rinawade Residents Association	<ul style="list-style-type: none">- In Section 12.1.1 KDA 1 there are two pedestrian/cycle access routes in Figure 12-1 off Rinawade Rise and on Rinawade Lawns. The following concerns are expressed in this regard: what is the need?; increased volume of pedestrian /cycle traffic and unofficial vehicular parking; the existing boundary hedgerows between Rinawade and new development should be maintained and augmented; there will be potential for increase in litter/dog fouling; the route to Rinawade Lawns appears to have little amenity value; it could lead to anti-social behaviour. There is also concern about the impact of density of The Wonderful Barn.- The proposal to build 3,315 units in Leixlip raises the following concerns: Increase in population and traffic without adequate physical and social infrastructure; there will be a schools capacity issue so land must be zoned now for schools; this will cause further traffic congestion along Easton Road/Green Lane/ Leixlip Village/M4; a TIA must be completed and the recommendations implemented in advance of commencement of development of KDA4; a primary care centre is imperative and the plan should support this; appropriate land should be zoned for community facilities, especially a new playground and a swimming pool; there should not be 4 storeys along the R449 as it would be out of character with the area; there will be a negative impact on the overall quality of life for Leixlip residents due to over development of a small town.- This submission supports the Leixlip Community Group submission.
424	Robert Mulgrew	<ul style="list-style-type: none">- This submission objects to houses and apartments being built around The Wonderful Barn as it will have a negative impact on our heritage.- The 2002 LAP proposal for a swimming pool should be reinstated.- Recreation, sport and play amenities need to be increased for additional population.



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		<ul style="list-style-type: none">- There should not be 4 storey development along the R449 as this will change the nature of our rural suburb.
425	Ballymore Ireland, Brian O'Farrell, Rowan & Bruton families and Leixlip SPV Ltd.	This submission supports the identification of Confey as a strategic growth area and the proposed development of a new residential district subject to masterplan. The masterplan will ensure an orderly phased development in a logical and sustainable manner, with necessary infrastructure delivered in tandem with housing.
426	Aileen Lynch	<ul style="list-style-type: none">- The LAP does not provide for much other than housing.- Legislation will allow for housing applications to be made to An Bord Pleanála, bypassing County Councils, therefore key structures for planning must be put in place now, rather than later or in a phased manner where phasing can be bypassed.- Sewage disposal is an issue of concern. The system has not been able to cope with past developments in the late 90s/early 2000s. The sewage seems to move with difficulty near the confluence of the Rye and Liffey and back up towards the facility at Black Avenue. This issue will arise again with the proposed re-zoning. Before the lands are re-zoned the issue of sewage management all the way to end disposal need to be addressed and implemented. It is unlikely that Leixlip will be a priority for Irish Water. Zoning should not be carried out without proper feasibility studies around capacities of the network, treatment plan, and agreement with Irish Water for upgrades. The costs can then be reflected in development levies on the developers. Carrying out the Drainage Area Plan by 2019 seems late if the lands are zoned now.- It is not clear if account has been taken of potential flooding of the area due to increased run off where building replaces grassland.- There is no provision for increased amenities in line with population. Greater amenity land needs to be allocated in the rezoning to provide for twice the pitches as twice the population will be using them. The GAA and amenities are at capacity. The playground is too small. Facilities for teenagers are inadequate. A decent playground for children and teens is needed. Zoning for a swimming pool should be facilitated. Base Celbridge is a private facility in Celbridge, not a playground.- Open space should be increased beyond what is allocated. Developers provide only the minimum and a standard for decent living is required.- The Wonderful Barn should not be built so close to, with lower housing heights to preserve the heritage.- A greater amount of educational land needs to be zoned, to account for twice the schools. The proposed Gaelcholáiste for north Kildare should be accommodated in the LAP area where there are two Gaelscoileanna the near vicinity. Primary school waiting lists and a feeder school for the Gaelcholaiste should be considered.- The industrial zone at Collinstown needs to be maintained.- Retail land should be zoned within estates.



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		<ul style="list-style-type: none"> - Provision should be made in zoning for cemetery expansion, nursing homes, medical facilities, crèche facilities. The need for another library and community centre should be considered. - What is being done about the retail use of the village. Banning more takeaways at this stage is a little late. The parking meter facility is unreasonable in comparison to other local villages eg. Lucan has a 30 minute observation period - The timing of increase in rail capacity, park and ride, new bus routes, bicycle lanes is queried. These need to be in place in advance of or with housing estates not down the line. - The children of Leixlip are in the same cycle as those born in the 1960s when there was a population burst without accompanying facilities. The zoning for housing means the village needs also to be able to cope with the needs of the new residents, particularly where there is already pressure on facilities. Otherwise the area becomes a no-go zone, dead zone or dodgy area where nobody wants to live.
427	Vincent Wrynn	Although the Council’s role in the direct provision of community facilities is limited, the plan should be more forthcoming on its support for a theatre and a swimming pool.
428	Dolores O’ Brien	A theatre and cultural centre are required in Leixlip.
429	Mary Gantley	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”.</i> - Significant traffic will be generated by the 4 KDA’s in addition to current traffic. - There is a longstanding problem with sewerage in the Celbridge Road. Further development should not proceed in the absence of a sustainable resolution to the problem. - Schools are at capacity and there appears to be no provision in the plan for additional facilities.
430	Anne White	<ul style="list-style-type: none"> - Traffic congestion will result from new developments on the Celbridge Road. - The sewerage network should be upgraded. - An Arts Centre and a Theatre are needed.
431	Yvonne Caulfield	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”.</i> Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St.



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		Catherine’s Park, is unwanted.
432	Grace Carew	St. Catherine’s Park is a green space of local amenity and should remain so. A road through the park would cause noise and traffic pollution. This would render the park an undesirable recreational environment.
433	Mark Quaid	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted.
434	Andrea Quaid	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted.
435	Maria Fallon	Objective CSO1.3 should be removed as it would add to the existing threat to St. Catherine’s Park and add to existing traffic chaos in the area.
436	Georgina Sherlock	<ul style="list-style-type: none"> - Appeals for the removal of CSO1.3 (Confey masterplan) from the LAP due to the threat to St. Catherine’s Park. The need for a new road to the M4 possibly through St. Catherine’s Park is implicit in CSO1.3. Kildare, Meath and Fingal CCs are downplaying the threat to the park. The road should be removed from the Fingal Plan. -Any development which would rely on a road through any part of St. Catherine’s Park is opposed. Any bridge over the Confey Road, Royal Canal, Railway line, River Liffey or Liffey Valley area is opposed. A road would be too close to existing houses to the rear of Glendale Meadows and cause physical intrusion and noise and air pollution. Access to St. Catherine’s Park would be lost or replaced with underpasses which result in anti social behaviour. Loss of recreational lands to build houses nearby does not make sense and will affect residents. There would be constraints associated with building near the Liffey and Leixlip Manor. The bridge and road should be built nearer to the county border with Dublin/Meath. - The Confey Masterplan should be provided before the land is zoned. There is no outline of funding to support infrastructure. - Diverting traffic from Leixlip town is a good idea but the area for the diversional road is a bad idea, the road and bridge should be moved as far from existing housing as possible.



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		<ul style="list-style-type: none">- Building on this scale should be supported by a masterplan outlining the provision of service infrastructure. Work should not be carried out near to homes.- Key biodiversity areas should be treasured and the large bridge proposed will destroy this habitat. We must be mindful of the need for natural drainage as ditches and habitats are destroyed/removed. Our green spaces should be protected as amenities.- The lands are on the border of Fingal and Meath and rezoning would encourage further developments in both areas putting pressure on inadequate road infrastructure. The bigger picture needs to be considered including consultation with Fingal and Meath County Council.- Parking at Confey train station is inadequate. Where will people in the proposed housing development park. Could the land left over Cope Bridge be used to build a car park, could Kildare County Council run it. Are there proposals for more trains/carriages?- There is no reference to childcare facilities in the proposed development. This lack of provision is immoral.- There is no reference to school facilities for this proposed development. Has there been consultation with local schools and impact on same.- The community must expand in the correct manner with careful consideration and planning. Residents must be assured that facilities and proper infrastructure will be in place before re-zoning these lands. Green areas we have should be preserved. We should try and create a desirable place to live in or near without destroying the community.
437	Eve O' Meara	We don't want houses in our park (St. Catherine's Park)
438	Huey O' Meara	<ul style="list-style-type: none">- Appeals for the removal of CSO1.3 (Confey masterplan) from the LAP due to the threat to St. Catherine's Park. The need for a new road to the M4 possibly through St. Catherine's Park is implicit in CSO1.3. Kildare, Meath and Fingal CCs are downplaying the threat to the park. The road should be removed from the Fingal Plan.- Any development which would rely on a road through any part of St. Catherine's Park is opposed.Any bridge over the Confey Road, Royal Canal, Railway line, River Liffey or Liffey Valley area is opposed. A road would be too close to existing houses to the rear of Glendale Meadows and cause physical intrusion and noise and air pollution. Access to St. Catherine's Park would be lost or replaced with underpasses which result in anti social behaviour. Loss of recreational lands to build houses nearby does not make sense and will affect residents. There would be constraints associated with building near the Liffey and Leixlip Manor. The bridge and road should be built nearer to the county border with Dublin/Meath.- The Confey Masterplan should be provided before the land is zoned. There is no outline of funding to support infrastructure.- Diverting traffic from Leixlip town is a good idea but the area for the diversional road is a bad idea, the road and bridge should be moved as far from existing housing as possible.- Building on this scale should be supported by a masterplan outlining the provision of service infrastructure. Work should not be carried out near to



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		<p>homes.</p> <ul style="list-style-type: none"> - Key biodiversity areas should be treasured and the large bridge proposed will destroy this habitat. We must be mindful of the need for natural drainage as ditches and habitats are destroyed/removed. Our green spaces should be protected as amenities. - The lands are on the border of Fingal and Meath and rezoning would encourage further developments in both areas putting pressure on inadequate road infrastructure. The bigger picture needs to be considered including consultation with Fingal and Meath County Council. - Parking at Confey train station is inadequate. Where will people in the proposed housing development park. Could the land left over Cope Bridge be used to build a car park, could Kildare County Council run it. Are there proposals for more trains/carriages. - There is no reference to childcare facilities in the proposed development. This lack of provision is immoral. - There is no reference to school facilities for this proposed development. Has there been consultation with local schools and impact on same. - The community must expand in the correct manner with careful consideration and planning. Residents must be assured that facilities and proper infrastructure will be in place before re-zoning these lands. Green areas we have should be preserved. We should try and create a desirable place to live in or near without destroying the community. <p>-This submission is accompanied by a child’s illustration saying ‘no’ to any road through St. Catherine’s Park.</p>
439	John Higgins	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park is unwanted.
440	Oliver Rynn	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. (Sub 439, Ch 4) - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 “It is the policy of Kildare County Council to preserve intact St. Catherine’s Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity”</i>. Development that would promote building a road through any part of St. Catherine’s Park, or development that would rely on a road from the M3 to the M4 through St. Catherine’s Park, is unwanted.
441	Maureen Crimmins	<ul style="list-style-type: none"> - Knockaulin estate has been completed since the late 1980’s and has not yet been taken in charge by the Council. New housing estates should not be planned for until the Council has accepted its responsibilities for existing estates in the town. - School infrastructure and water services infrastructure are unable to cope with the planned growth. - A field adjacent to Knockaulin has been zoned for houses. Where will the access to this site be?



Sub. No.	Name	Summary of Issues Raised
442	Barbara Keogh	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>.
443	TheatreworX	<ul style="list-style-type: none">- The Plan does not reference cultural activities and the arts. Leixlip is well served by many performing arts groups including TheatreworX, stage schools, bands, musical groups, singer/songwriters, drama groups, artists, music/singing schools and a multitude of passionate and vibrant groups.- TheatreworX Stage School has been in existence for over 20 years and theatreworX Productions has produced shows in The Helix, Glasnevin for the past 10 years. Leixlip does not have a suitable venue to stage a show or a centre to encourage the Arts. Groups must rely on sports halls and pubs, or take the production out of town.- The LAP affords an opportunity to recognise that the Arts play a vital role in the community. It enhances the town and its people. A Theatre and Arts Centre should be provided in the plan as it will give many opportunities to the town, contribute towards tourism & local businesses and it will give a platform to showcase local talent, creativity and home grown arts.
444	Ciaran Tighe	<p>Leixlip is a hot bed for talent in the arts and has a multitude of passionate and vibrant groups who work tirelessly in the town. Leixlip needs a theatre and arts centre to foster and showcase local talent, creativity and homegrown arts. This will also have a massive impact on businesses and tourism. A Theatre and Arts centre should be included in the plan. It can make a real difference to the town.</p>
445	Ruth Caulfied	<ul style="list-style-type: none">- Raises concerns regarding capacity of schools in Leixlip and states that a commitment to zone appropriate lands for new schools should be made in the LAP.- Adequate water services must be made available to service development into the longer term prior to the re-zoning of lands and/or the granting of planning permission for zoned lands.- Raises concerns regarding the impact of the 4 no. KDA's on existing traffic and suggests that the extent of such development on already inadequate road infrastructure. An amendment should be included to state that a Traffic Impact Assessment will be completed before any development work commences on any KDA which should assess the individual and cumulative impact of the planned developments (KDA1 – KDA4) on the strategic road network. The recommendations from each traffic impact assessment should also be implemented in advance of any development works commencing.- Playground at Leixlip Amenities Centre is not sufficient for the current population. There is also no mention of a swimming pool when same has been proposed in the last 2 LAPs and also a lack of plans to extend the existing community facilities in line with the proposed increase in population. The new LAP should provide for zoning of appropriate lands to provide for an extension and improvement of our existing community facilities. This would include zoning land for either a new playground and/or the extension of the existing playground at the amenities. It should also provide for the zoning of land for a public and/or private swimming pool in Leixlip.



Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- The LAP does not go far enough in proposals to ensure that the parklands of the Wonderful Barn are protected and enhanced to a high quality amenity area or green space for both biodiversity and recreational use. Text from initial draft plan ‘Building layout must have regard to the need to protect key views within the site – namely those from Castletown House, from inside the Celbridge Road entrance, and from within the existing residential developments’ should be reinstated into the current draft. Also ‘to provide a minimum of 15% of the residential lands as Open Space’ was also removed and should be reinstated.- Leixlip Castle and Demesne are both listed for protection in the County Development Plan and legislation for the protection of these areas should not be contravened in the interest of expedient development on this heritage site. The proposed development at KDA2 located at Leixlip Demesne is totally unacceptable and is opposed on cultural and heritage grounds.- Suggests an amendment be included to retain Collinstown as “Business and Technology” as the lands at Collinstown are strategically located in North Kildare (due to its ideal location to the M4 & other industries in Leixlip i.e. Intel) which is highly accessible to provide for future inward investment. Collinstown has the potential to facilitate a critical mass of employment uses and hence is less suitable for housing development. Submission states that there has been lobbying in this area by a councillor in Celbridge to have these lands re-zoned as residential (to include high rise, high density residential units) which is opposed. Suggests requirement for public consultation as part of the Collinstown Masterplan be provided as part of an amendment to the LAP.- Suggests to include the following amendment in the new LAP “to complete a study as per Kildare Noise Action Plan 2013-2018, on the effect of motorway noise from M4 on KDA4. Physical alterations to site, changes to proposed location of residential units and sound barriers to be completed based on study findings”.- The traffic congestion that zoning at KDA 4 will cause on the existing road network is a huge issue which needs to be raised. Given that Easton Road already serves 7 existing housing estates (some of which are very large housing estates) and will soon be serving the new development at KDA3, it is imperative that the Traffic Impact Assessments are completed and the recommendations implemented in advance of the commencement of the proposed development at KDA4.- Opposes any storey developments along the R449 as it is not the character of the area and suggests an amendment to remove the proposals of including 4 storey developments all the R449.- LAP lacks the specific detail with regard to the mix of housing types and related densities and sizes provided in each Key Development Area. The over development of sites will have an adverse effect on the amenity of adjoining properties and areas, will give rise to significant levels of traffic and significantly impinges upon the provision of private open space and indicative densities such as that included in Section 4.2.1 of the 2002 LAP should be included on the new LAP.



Sub. No.	Name	Summary of Issues Raised
446	Cathey Leddy	The masterplan objective for Confey CSO1.3 should be removed. St. Catherine’s Park is an amenity for a massive area and should stay untouched. New housing can be built nearer to pre-existing links to the N4 and public services.
447	Ann Grehan	The Confey masterplan should be removed.
448	Daniel Grehan	The Confey masterplan should be removed.
449	Patrick Crean	<ul style="list-style-type: none">- Primary concerns are in relation to schools, capacity of water & wastewater infrastructure, retention of green spaces and lack of population modelling.- Written confirmation from Irish Water is required that current and future infrastructure is suitable. The language of Section 9.1.2 should be stronger in this regard.- This submission supports the promotion of Collinstown for Business and Technology uses.- Section 7.6.1 does not comprehend the impact of a potential 45% increase in population. Sufficient land must be zoned for schools and costed plans for various scenarios around population growth showing impact on schools capacity.- Section 7.7: There are no proposals to increase recreational facilities. There should be provision of a playground area in the vicinity of KDA1 and KDA2. Provision must be made for a swimming pool.- A Traffic Impact Assessment should be completed before any development work commences on the KDA. There will be major traffic impacts on the Celbridge Road from KDA1 and KDA2. There needs to be a plan to get this traffic onto the M4 before using current housing estates or the village. Increased bus routes and frequencies will be required.- KDA1: The statement allowing 35 units per hectare should be removed as ‘high quality design’ and ‘high quality layout’ are not defined. 30/ha should be the maximum. Trees in the area should be retained. A public playground should be provided at The Wonderful Barn.- KDA2: The residential zoning here should be removed and it should be preserved as a recreational area. It should be connected to the town centre via the proposed pedestrian link and developed á la St. Catherine’s Park.- KDA3: The provision for 3-4 storeys along the R449 should be removed as this would be incompatible with the area.- KDA4: The provision for 3-4 storeys along the R449 should be removed as this would be incompatible with the area.- The Confey masterplan should involve Fingal or SDCC as key stakeholders and should be subject to public consultation. There should be no roadway running through St. Catherine’s Park
450	Rory O’Meara	- Appeals for the removal of CSO1.3 (Confey masterplan) from the LAP due to the threat to St. Catherine’s Park. The need for a new road to the M4 possibly through St. Catherine’s Park is implicit in CSO1.3. Kildare, Meath and Fingal CCs are downplaying the threat to the park. The road should be removed from the Fingal Plan.



Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- Any development which would rely on a road through any part of St. Catherine’s Park is opposed.Any bridge over the Confey Road, Royal Canal, Railway line, River Liffey or Liffey Valley area is opposed. A road would be too close to existing houses to the rear of Glendale Meadows and cause physical intrusion and noise and air pollution. Access to St. Catherine’s Park would be lost or replaced with underpasses which result in anti social behaviour. Loss of recreational lands to build houses nearby does not make sense and will affect residents. There would be constraints associated with building near the Liffey and Leixlip Manor. The bridge and road should be built nearer to the county border with Dublin/Meath.- The Confey Masterplan should be provided before the land is zoned. There is no outline of funding to support infrastructure.- Diverting traffic from Leixlip town is a good idea but the area for the diversional road is a bad idea, the road and bridge should be moved as far from existing housing as possible.- Building on this scale should be supported by a masterplan outlining the provision of service infrastructure. Work should not be carried out near to homes.- Key biodiversity areas should be treasured and the large bridge proposed will destroy this habitat. We must be mindful of the need for natural drainage as ditches and habitats are destroyed/removed. Our green spaces should be protected as amenities.- The lands are on the border of Fingal and Meath and rezoning would encourage further developments in both areas putting pressure on inadequate road infrastructure. The bigger picture needs to be considered including consultation with Fingal and Meath County Council.- Parking at Confey train station is inadequate. Where will people in the proposed housing development park. Could the land left over Cope Bridge be used to build a car park, could Kildare County Council run it. Are there proposals for more trains/carriages.- There is no reference to childcare facilities in the proposed development. This lack of provision is immoral.- There is no reference to school facilities for this proposed development. Has there been consultation with local schools and impact on same.- The community must expand in the correct manner with careful consideration and planning. Residents must be assured that facilities and proper infrastructure will be in place before re-zoning these lands. Green areas we have should be preserved. We should try and create a desirable place to live in or near without destroying the community.- This submission is accompanied by a child’s illustration saying ‘no’ to any road through St. Catherine’s Park.
451	Annmarie Byrne	<ul style="list-style-type: none">- Land should be zoned for two primary schools and one post primary school to avoid unnecessary overcrowding in the future. A Gaelcholáiste in North Kildare could be facilitated here, as it is provided for in the Capital Programme 2016-2021.- A Traffic Impact Assessment needs to be completed and recommendations implemented in advance of any works commencing.- Traffic calming measures on Green Lane are required at the exit from Easton Road as it is dangerous.



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- The Wonderful Barn should include a large playground, skatepark and picnic area. Housing here should be low density with sensitive site design and layout.- KDA 2 should not be developed on historical and heritage grounds. Celbridge Road cannot cope with additional traffic.- Indicative densities should be included in the plan.- We need a playground and a swimming pool. Maynooth doesn't need another pool. There would be economic benefits to having it in Leixlip.- The village needs a car park, preferably on the old ESB site.- The multi-use public amenity in Lough na Mona is not a good use of public finances as the equipment will be vandalised. Another location needs to be looked at.
452	Leixlip SPV Ltd	<p>Leixlip SPV Ltd. is the owner of 27 hectares of land at Confey adjacent to the train station. This submission welcomes the acknowledgement set out within the Draft LAP whereby the strategic location of these lands and their potential to accommodate a new residential district are recognised.</p> <ul style="list-style-type: none">- It is submitted that the masterplan zoning should be extended to the eastern town boundary by including the 4.1 hectares of land zoned F which allows for a range of uses such as playschool, cultural uses, school etc. Many of these uses could contribute to the overall development of Confey and should be considered within the masterplan.- Figure 11-3 Open Space in Leixlip is incorrect as it refers to lands in Confey north of the railway line and this should be rectified in the interest of consistency.
453	Muriel & Tommy Clarke	<ul style="list-style-type: none">-This submission is appealing that lands in Confey should not be zoned for 1500 residential units. This would put intolerable pressure on the access routes to the area. Cope bridge is already at full capacity at peak times. Kellystown Lane is an unsuitable access route.- Putting a road through St. Catherine's Park would destroy this green area. KCC has put little or no funding into the park. The park has been developed and maintained by Fingal with the help of local residents associations.- There is limited parking in Confey Railway Station which needs to be addressed. Glendale, Glendale Meadows and Riverforest are under pressure with all day parking from commuters.- Bus and rail services from Confey are inadequate so how will this new community access public transport.- There is no ambulance service, the Fire Department is part time and the Garda station is already under pressure. Leixlip is waiting 20 years for a swimming pool. There is only one small playground in Leixlip Amenities for local children. The one in St. Catherine's Park is maintained by Fingal Co. Co.- Will new schools be put in place in the new town?- The land is on the border of both Meath County Council and Fingal and could lead to more land being development in the area
454	Pauleen Byrne	<ul style="list-style-type: none">- The committee for a Gaelcholáiste for North Kildare supports the call from the Leixlip Community Group regarding educational facilities.



Sub. No.	Name	Summary of Issues Raised
		- Appropriate land should be zoned in the current plan to provide a Gaelcholáiste and a Gaelscoil. The Department of Education & Skills announced a Gaelcholáiste for the North Kildare region be opened by 2019. It is envisaged that there will be further demand for primary education through Irish. The nearest Gaelcholáiste at the moment is in Lucan.
455	Laura Bergin	Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i> . Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.
456	Niamh Colgan	Leixlip has a history of theatre and arts. A theatre in Leixlip would be a huge advantage to residents of Leixlip and would attract visitors which would be good for local business.
457	Peter Flanagan	St. Catherine's Park is vital for the physical and mental health of people in Leixlip and it should not be ruined. More public transport can solve these problems. Don't add to the problem with more cars/emissions.
458	John Dennehy	There is a lack of facilities for arts and culture in the town. The arts and theatre can provide treatment for those who suffer from anxiety/depression. The plan must include plans for a theatre/cultural centre: a space for art exhibitions, live music presentations and theatre performance.
459	David Cotter	- The road infrastructure is insufficient at present with daily congestion on the M4. The bus and rail network is insufficient in terms of timetable and scheduling. Louisa Bridge station is a long walk to housing estates on Green Lane and there can be unsocial behaviour/vandalism around Louisa Bridge car park. A one-way system needs to be in place in Leixlip with better pedestrian access and promote urban renewal. - There is insufficient secondary school provision for Gael Scoil. - Leixlip needs a pool. There's a lack of green areas in estates and playgrounds. While Leixlip Amenities is well maintained, it is difficult to access other than by car. The Royal canal greenway still remains to be developed and is a good amenity. - It is difficult to get home insurance for homes near the canal, it would appear for reasons relating to flooding. There are still intermittent foul odours in Leixlip village. - It is appropriate to develop Collinstown as a digital hub. Occupants should be large companies or corporations relevant to the tech industry.
460	Kenny Lawless	Leixlip needs a theatre for the magnificent work done in the town.
461	Joe Bergin	Leixlip and North Kildare need a theatre or performing space. Land should be allocated for this.
462	Kelly Pappas	This submission is against zoning of lands in Confey for the following reasons: it is excessive; it would put undue pressure on local infrastructure; without a

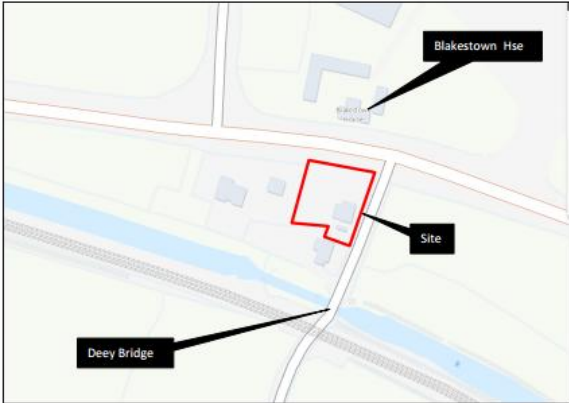


Sub. No.	Name	Summary of Issues Raised
		masterplan in place planning applications can go directly to An Bord Pleanala and ignore local concerns; additional facilities are not provided but will be needed; it will set a precedent for nearby lands in Fingal and Meath; it will increase traffic; replacing Cope Bridge will not fix the problem; St. Catherine's Park is a valuable resource in the community and is needed for recreation, fitness and wellbeing; to build a road through the park would contravene the strategic vision of the plan and objection GIO1.7.
463	Matt Waine	<ul style="list-style-type: none">- This submission proposes that objective CSO1.4 should be amended as follows: "To promote and support the development of a new residential and community district at Collinstown. A masterplan shall be prepared for Collinstown and integrated into the Leixlip Local Area Plan by way of Statutory Amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 000 (as amended). No development shall be permitted in the masterplan area until such time as the masterplan is integrated into the Local Area Plan". Related statements, actions and objectives should be amended accordingly.- In Section 12.2, reference to Confey should be deleted. A new opening statement for Collinstown should be included as follows: "A masterplan shall be prepared for a mixed-town development at Collinstown, Area Q on the Leixlip LAP map. Drawing on the approach used in the district of Vauban in the city of Freiburg, it will indicate a high density residential development combined with 'Town Centre' local retail and other services, along a public transport corridor; indicate a grid layout including streets which will be car-free; indicate pedestrian/cycle access to nearby employment, near-zero-energy housing and include educational, childcare and recreational provision". Related statements, actions and objectives should be amended accordingly.
461	Helen Edmonds	Houses must be built with new schools, upgraded roads, walkways and water supply in place first.
465	Luke O' Brien	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.- CSO1.4 should be amended so that Collinstown is developed for residential purposes. A new statement should be included in Section 12.2 regarding a Collinstown masterplan as follows: indicate a mixed-town development, with high density residential development at the core and lower at the periphery, combined with local retail and other services, along a public transport corridor; indicate a grid layout including streets which will be car-free; indicate pedestrian/cycle access to nearby employment, near-zero-energy housing and include educational, childcare and recreational provision".
466	Christine O' Brien	- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.



Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.- CSO1.4 should be amended so that Collinstown is developed for residential purposes. A new statement should be included in Section 12.2 regarding a Collinstown masterplan as follows: indicate a mixed-town development, with high density residential development at the core and lower at the periphery, combined with local retail and other services, along a public transport corridor; indicate a grid layout including streets which will be car-free; indicate pedestrian/cycle access to nearby employment, near-zero-energy housing and include educational, childcare and recreational provision".
467	Patricia Hyland	<p>This submission has concerns regarding the amount of houses proposed and insufficient infrastructure, such as a Senior Irish school and a public swimming pool.</p>
468	Antonia Martin	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.- CSO1.4 should be amended so that Collinstown is developed for residential purposes. A new statement should be included in Section 12.2 regarding a Collinstown masterplan as follows: indicate a mixed-town development, with high density residential development at the core and lower at the periphery, combined with local retail and other services, along a public transport corridor; indicate a grid layout including streets which will be car-free; indicate pedestrian/cycle access to nearby employment, near-zero-energy housing and include educational, childcare and recreational provision.
469	Lurdes Power	<ul style="list-style-type: none">- This submission is opposed to housing in the Confey area.- The playground at Leixlip Amenities is accessible only by car and is impractical to walk to and back from with small children. The new houses would put more pressure on community facilities. There is plenty of space up the Hill for a new playground, in Confey, in Glendale.- Parking at the train station is a disaster.- More houses will put pressure on schools, increased fees for books/materials; more people in the library. No Gardai, no extra security.- The bridge proposed in the Fingal plan at St. Catherine's Park is in the only public space children can ride their bikes safely. This will destroy the park.- Service and facilities must be improved before housing is authorised.



Sub. No.	Name	Summary of Issues Raised
470	Thomas Mc Carthy	<ul style="list-style-type: none">- This submission has concerns about the scale of development proposed for Confey and how it will be served by existing roads.- The link road between the M3 and M4 shown in the Fingal Development Plan passes through St. Catherine’s Park. This submission objects to any road through the park. Local funding has improved the facilities here.- The Confey area cannot sustain a development of the scale planned. The traffic from Confey to Leixlip village is already problematic.
471	Cyril O’Brien	<p>- This submission is from Cyril O’Brien and it refers to 0.1 hectares of land at ‘Penny Cottage’, Collinstown. It is sought to have this land included within the LAP boundary and zoned Q Business and Technology, as it was included in the Collinstown LAP 2010-2017 as ‘Town Centre’. The site contains a single dwelling, which forms part of a small isolated residential cluster, and has frontage onto the R418. There is no flood risk on this site. There is a protected view to either side of Dee Bridge (Protected Structure) to the south of the site. There is no Natura 2000 site in the vicinity. The reasons put forward in support of this zoning change are: to prevent isolation of this cluster from the town/business zone; its continued use as a residence would be unviable; inclusion of the site would encourage a commercial use; road frontage on a regional road gives it a high profile; it is outside of the protected view from Deey Bridge.</p>  <p>- The road improvement objective should be moved a significant distance in an easterly direction so that it is fully contained on existing Q zoned lands. The scale of the roadway could have a significant overbearing impact on the canal and an adverse impact on Penney Cottage.</p>
472	Eugene O’ Sullivan	<ul style="list-style-type: none">- There must be a commitment in the plan to zone land for two primary schools and one post primary school.



Sub. No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- There must be a commitment for adequate water services to service the planned development prior to the zoning of lands and / or granting of planning permission.- The 4 no. KDA's will have a significant impact on traffic congestion, which will cause safety issues. A Traffic Impact Assessment must be completed before any work commences on any KDA to assess cumulative impacts. Recommendations from TIA's must be implemented before works commence. It cannot be on a case by case basis.- The objective to promote the development of a swimming pool, as was contained in the previous LAPs should be reinstated. There are no solid plans to extend the community facilities in line with population increase. Land should be zoned for these specific purposes (pool, playground).- The parklands at The Wonderful Barn must be enhanced to a high quality amenity area/green space for biodiversity and recreational use, and protected from the zoned land. Promoting The Wonderful barn as an integrated tourism attraction should include a large playground/skatepark and a picnic area.- The following should be reinstated into KDA 1: "Apartments and flat roof houses would not be appropriate in this area"; "Building layout must have regard to the need to protect key views within the site, namely those from Castletown House, from inside the Celbridge Road entrance, and from within the existing residential developments"; "To provide a minimum of 15% of the residential lands as Open Space".- The statement in Section 12.1.2 which allows section of the Leixlip Castle Demesne wall to be removed to facilitate access intoKDA2 contravenes protection of our built and natural heritage. (472, C 12)- The revisions made to the Green Infrastructure objectives (GIO1.7 and 8 in Nov Draft LAP) should be reversed to give greater protection to trees.- This submission supports Collinstown as a digital hub for North Kildare for the following reasons: the lands are strategically located and highly accessible; it has potential to facilitate a critical mass of high order employment. The Collinstown masterplan should be open to public consultation.- KDA 1: repeated as above.- The zoning of KDA 2 is opposed on heritage grounds. The 15% open space requirement must be reinstated.- KDA 3: The 15% open space requirement must be reinstated. Permission has been granted for 200 units on this site. This site should only accommodate low density housing. There should not be 4 storey development along the R449.- KDA 4: The 15% open space requirement must be reinstated; a TIA must be completed and recommendations implemented in advance of the commencement of KDA4; there should not be 4 storeys along the R449; high rise is out of character with the town; a new stipulation should be included requiring a study to be carried out on the effect of motorway noise from the M4 on KDA 4.- Residential densities included in the 2002 LAP should be reinstated.- Changes have been made to the Draft LAP in relation to population projections, connectivity/ permeability, Confey, Open space which are noted.- A primary care centre will be imperative given the increase proposed in population.



Sub. No.	Name	Summary of Issues Raised
473	Mary O' Sullivan	<ul style="list-style-type: none">- It is imperative that the correct infrastructure combined with essential community facilities are reviewed properly and implemented effectively.- There must be a commitment in the plan to zone land for two primary schools and one post primary school.- There must be a commitment for adequate water services to service the planned development prior to the zoning of lands and / or granting of planning permission.- The 4 no. KDA's will have a significant impact on traffic congestion, which will cause safety issues. A Traffic Impact Assessment must be completed before any work commences on any KDA to assess cumulative impacts. Recommendations from TIA's must be implemented before works commence. It cannot be on a case by case basis.- The objective to promote the development of a swimming pool, as was contained in the previous LAPs should be reinstated. There are no solid plans to extend the community facilities in line with population increase. Land should be zoned for these specific purposes (pool, playground).- The parklands at The Wonderful Barn must be enhanced to a high quality amenity area/green space for biodiversity and recreational use, and protected from the zoned land. Promoting The Wonderful barn as an integrated tourism attraction should include a large playground/skatepark and a picnic area.- The following should be reinstated into KDA 1: "Apartments and flat roof houses would not be appropriate in this area"; "Building layout must have regard to the need to protect key views within the site, namely those from Castletown House, from inside the Celbridge Road entrance, and from within the existing residential developments"; "To provide a minimum of 15% of the residential lands as Open Space".- The statement in Section 12.1.2 which allows section of the Leixlip Castle Demesne wall to be removed to facilitate access intoKDA2 contravenes protection of our built and natural heritage. (472, C 12)- The revisions made to the Green Infrastructure objectives (GIO1.7 and 8 in Nov Draft LAP) should be reversed to give greater protection to trees.- This submission supports Collinstown as a digital hub for North Kildare for the following reasons: the lands are strategically located and highly accessible; it has potential to facilitate a critical mass of high order employment. The Collinstown masterplan should be open to public consultation.- KDA 1: repeated as above.- The zoning of KDA 2 is opposed on heritage grounds. The 15% open space requirement must be reinstated.- KDA 3: The 15% open space requirement must be reinstated. Permission has been granted for 200 units on this site. This site should only accommodate low density housing. There should not be 4 storey development along the R449.- KDA 4: The 15% open space requirement must be reinstated; a TIA must be completed and recommendations implemented in advance of the commencement of KDA4; there should not be 4 storeys along the R449; high rise is out of character with the town; a new stipulation should be included requiring a study to be carried out on the effect of motorway noise from the M4 on KDA 4.- Residential densities included in the 2002 LAP should be reinstated.



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

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		<ul style="list-style-type: none">- Changes have been made to the Draft LAP in relation to population projections, connectivity/ permeability, Confey, Open space which are noted.- A primary care centre will be imperative given the increase proposed in population.- It is imperative that the correct infrastructure combined with essential community facilities are reviewed properly and implemented effectively.
474	Orna Daly	A road through St. Catherine's Park would ruin all the work that has been put into it and deter families from enjoying it. The residents of Leixlip do not want this road.
475	Karen Powell	This submission objects to the rezoning of agricultural land at Leixlip Castle Demesne KDA 2 for residential development for the following reasons: removal of parts of the demesne boundary wall to provide access will contravene Protected Structure legislation; access to KDA 2 from the Celbridge Road opposite the access to KDA 1 will be problematic, increase traffic and will be unsafe; allowing pedestrian and cycle access into Leixlip Park and Wogansfield is flawed as it would require removal of part of the demesne wall and there are safety issues; traffic issues on the Celbridge Road will escalate with 500-1000 extra cars in addition to current school/service station/retail premises traffic; the proposed houses would have significant issues for residents of Leixlip Park given the height of the land and result in overlooking; Irish Water has indicated that they are already at full capacity dealing with wastewater in North Kildare and this would only reduce capacity for current residents.
476	Mairead Beades	<ul style="list-style-type: none">- It is imperative that the correct infrastructure combined with essential community facilities are reviewed properly and implemented effectively.- There must be a commitment in the plan to zone land for two primary schools and one post primary school. A Gaelcholáiste for the North Kildare region could be located in Leixlip off the M4.- There must be a commitment for adequate water services to service the planned development prior to the zoning of lands and / or granting of planning permission.- The 4 no. KDA's will have a significant impact on traffic congestion, which will cause safety issues. A Traffic Impact Assessment must be completed before any work commences on any KDA to assess cumulative impacts. Recommendations from TIA's must be implemented before works commence. It cannot be on a case by case basis.- Traffic calming measures need to be considered on Green Lane, particularly on exiting Easton Road. This will be exacerbated with traffic from KDA 3 and KDA 4.- The current playground at Leixlip Amenities is very small. The playground in St. Catherine's Park is outside of the LAP boundary and should be excluded. The objective to promote the development of a swimming pool, as was contained in the previous LAPs, should be reinstated. There are no solid plans to extend the community facilities in line with population increase. Land should be zoned for these specific purposes (pool, playground).- The parklands at The Wonderful Barn must be enhanced to a high quality amenity area/green space for biodiversity and recreational use, and protected from the zoned land. Promoting The Wonderful barn as an integrated tourism attraction should include a large playground/skate park and a picnic area.



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		<ul style="list-style-type: none">- The following should be reinstated into KDA 1: “Apartments and flat roof houses would not be appropriate in this area”; “Building layout must have regard to the need to protect key views within the site, namely those from Castletown House, from inside the Celbridge Road entrance, and from within the existing residential developments”; “To provide a minimum of 15% of the residential lands as Open Space”.- This submission opposes the zoning of Leixlip Castle Demesne on cultural and heritage grounds.- The revisions made to the Green Infrastructure objectives (GIO1.7 and 8 in Nov Draft LAP) should be reversed to give greater protection to trees.- This submission supports Collinstown as a digital hub for North Kildare for the following reasons: the lands are strategically located and highly accessible; it has potential to facilitate a critical mass of high order employment. The Collinstown masterplan should be open to public consultation.- KDA 1: To minimise the visual impact of new development on the built heritage asset, the proposed development needs to be low density and no higher than 2 stories.- KDA 2: Section 12.1.2. must include reference to minimum of 15% open space requirement.- KDA 3: The 15% open space requirement must be reinstated. Permission has been granted for 200 units on this site. This site should only accommodate low density housing. There should not be 4 storey development along the R449.- KDA 4: The 15% open space requirement must be reinstated; a TIA must be completed and recommendations implemented in advance of the commencement of KDA4; there should not be 4 storeys along the R449 because high rise is out of character with the town; a new stipulation should be included requiring a study to be carried out on the effect of motorway noise from the M4 on KDA 4.- The plan should provide indicative densities/mix of housing types/sizes for each KDA. Over development of sites will adversely effect amenity of adjoining properties and areas, increase traffic and impinge on the provision of private open space.- The masterplan for Confey should be subject to public consultation.- Car parking must be provided in the town centre as this is a huge issue. The old ESB site should be seriously reviewed by Kildare County Council as a possible location.
477	Bronagh Geraghty	<ul style="list-style-type: none">- The development of new houses must be accompanied by the provision of infrastructure.- There is no commitment to developing new schools. The Department of Education announced a Gaelcholáiste for North Kildare in 2019. This should be included in the plans for Leixlip.- There is already a significant traffic problem in Leixlip and it is imperative that a Traffic Impact Assessment is carried out and implemented before any works commence on any KDA.- The trains and buses are already full to capacity. It is imperative that this be improved.- The sewage problem must be completely resolved before any development commences.



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		<ul style="list-style-type: none">- There are no plans for community areas, such as playground, pools, skate park. These social elements must be included.- KDA 1: The structure and parklands need to be protected. Appropriate buildings only and views should not be blocked. A large playground/skate park should be included here.- KDA 2: These lands are listed for protection in the CDP and it's imperative that we preserve them/ The original 15% minimum open space requirement needs to be reinstated.- This submission supports the development of Collinstown as a digital hub. The Collinstown masterplan should be subject to public consultation.- KDA 3: 4 storey development along the R449 should be removed. High rise, high density development is unwanted.- KDA 4: A TIA needs to be carried out and implemented before any works commence. 4 storey development is unwanted along the R449.- The Confey and Collinstown masterplans should be subject to public consultation.
478	Joanne Keenahan	<ul style="list-style-type: none">- When planning for new development at Confey, consideration must be given to the existing community there. A successful plan could make Confey a model community for others.- The provision of open and green space is essential for the well rounded development of children and teens. A lack of this is a contributory factor to social deprivation, especially true for children who need space at play time. Children show a lack of respect for their surroundings when they have no pride in their environment.- The way we plan our towns needs to take into consideration the success of 'Village building'; avoid the necessity of cars; have access to local shops, green spaces and sports facilities. These points need to be the utmost priority when planning new communities or adding to existing ones.- The area is struggling for more pitch space (St. Catherine's Park and Confey GAA struggle). We need more green space. This should be delivered by the developer in the first place.- Families living in homes need good infrastructure, access to local good and services, places in schools, sports facilities and green open areas to make their living environment one to the proud of.
479	Larry Kenehan	<ul style="list-style-type: none">- The small community style of living in Confey must be considered if plans proceed in Confey.- Cope Bridge should remain and alternative infrastructure possibly in Kellystown be put in place. The bridge is in-keeping with the country community style of Confey. Changing the bridge will not alleviate the volume of traffic. The bridge could be made two-way again and a separate footbridge built for locals to access amenities.- The quality and style of homes in Confey must be taken into consideration. Quality homes rather than apartments or high rise buildings with amenities and open green spaces will be of utmost importance.
480	Confey GAA	<ul style="list-style-type: none">- The development at Confey should be planned correctly and aim to be a model community development that other areas can aspire to. Urban sprawl at



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		<p>Confey must be avoided. Public amenities and services must be provided. High rise, large scale buildings would not be in keeping with the Confey community. A clear understanding of the development is required now, i.e. timescales involved, housing types, infrastructure to be provided. A masterplan would be preferable before any land is rezoned.</p> <ul style="list-style-type: none"> - Development in Confey can bring benefits to the GAA Club membership. Volunteering at coaching level is problematic as there is no housing nearby. However, there is a struggle for pitch space and it would therefore be important that more pitches are allocated to clubs servicing the new members of the community. - Extending Cope Bridge would change the area and make it more hazardous for the juvenile club members to walk to the club easily. Alternative access options would be preferable, such as Kellystown Lane and an outer road around Leixlip. - Considering the new planning laws for 100+ houses and that there is no masterplan for Confey yet, a masterplan must be developed for these lands before they are zoned. The masterplan must set out total number of houses, density, infrastructure first, quality, open green spaces and support to clubs operating in the area.
481	Clare Fannin	<ul style="list-style-type: none"> - Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP. - A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted. - There is concern about emissions, noise and air pollution from traffic. The park is a great amenity for families and recreation which could be jeopardised.
482	Mark Ferris	<ul style="list-style-type: none"> - There is no possibility that 1500 units can be delivered at Confey by 2023, given the scale of infrastructure required to serve these lands. In the event that these lands are not readily available, the Council will fail to provide sufficient lands to overcome the shortfall in housing. The Council must zone additional lands to avoid a shortfall in housing provision in Leixlip during the lifetime of the Plan. - The Confey lands are designated Flood Zone A and Flood Zone B. The Justification test requires alternatives to be considered and there are suitable alternative lands for this use at Collinstown which must be considered in lieu of the zoning of the Confey lands. Having regard to the proximity of the Rye Water- Carton SAC to the Confey lands, an Appropriate Assessment of the Flood Relief Works at Confey must be carried out before any zoning of lands. - The road objective proposed in an easterly direction to the R449 and M4 Interchange is through the Rye Water – Carton SAC. That road upgrade has not been designed to sufficient detail to allow an AA to be carried out. The Council has failed to carry out an AA of the SEA for the Draft LAP.
483	John Stafford	<ul style="list-style-type: none"> - The zoning of land at Leixlip Castle Demesne and The Wonderful Barn is not a good idea with respect to road infrastructure. The Celbridge Road is barely



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

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		<p>coping with existing traffic levels from schools, church, Parish Centre, HP etc. Adding more traffic will cause more congestion making it unsafe.</p> <ul style="list-style-type: none">- More needs to be done to protect Leixlip Castle. The Wonderful Barn should be turned into a high-quality amenity area with recreational facilities and developed as a tourist attraction. Development should be restricted to two storeys in height or zoned for recreation purposes.- Community facilities should be in place before rezoning any land for residential purposes, such as the swimming pool at Leixlip Amenities complex.- Educational facilities must be developed before further housing is considered. (- The sewage system will be overloaded if new houses are added.
484	Ciaran Daly	<ul style="list-style-type: none">- This is a huge development for a small town.- Most of the proposed houses (with the exception of Confey) are located too far from the railway. Walkways should be planned to help reduce traffic: e.g. a route from the houses in KDA 1 to Leixlip Station.- Leixlip Castle Demesne needs to be kept in its proper natural context and lands should not be zoned for housing here in KDA 2. Traffic on the Celbridge Road is already at capacity during peak times.
485	Thomas Greene	<ul style="list-style-type: none">- A Traffic Impact Assessment must be completed before any development work commences on any KDA's. The recommendations of the TIA's must be implemented before work commences.- KDA4: Apartments and flat roof houses are not appropriate in the vicinity of The Wonderful Barn; key views must not be impinged on; low density housing and a maximum of two storeys would be appropriate.- The lands at Leixlip Castle Demesne should not be zoned for housing.- Open space to a minimum of 15% of residential lands should be provided.- Trees/woodlands of Leixlip Castle Demesne must be protected and preserved.- Collinstown should be zoned for industry and business development. The masterplan for Collinstown should be subject to public consultation.- KDA3 and KDA 4: Four storey development along the R449 should be removed.- The Confey Masterplan must be subject to public consultation.
486	David Shinnors	Development in KDA1 will disturb the green area in Rinawade Rise. Existing trees and hedges on the boundary should be retained.
487	Eamon White	This submission objects to a road linking the N3 and N4 through St. Catherine's Park, to extra air and noise pollution inside and outside the park and to any development which would require a road through the park.
488	Anne White	This submission objects to any development which would require a road from the M3 to the M4 through St. Catherine's Park.
489	John Geraghty	- The LAP does not ensure proper infrastructure needed for the proposed population increase will happen prior to the build.



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		<ul style="list-style-type: none"> - There must be a commitment in the plan to zone land for two primary schools and one post primary school. A Gaelcholáiste for the North Kildare region could be located in Leixlip. - Traffic Impact Assessments must be carried out and implemented before any development works start in the KDA's. - There are not enough buses to support the planned increase. - The sewerage problem must be resolved before any development commences. - There are no plans to extend the community areas such as playgrounds, swimming pool, skate park. - KDA1: The Wonderful Barn needs to be protected. New buildings must be appropriate to the structure and not block views. This site should include a large playground/skatepark and a picnic area. - KDA2: These demesne lands must be preserved. A minimum of 15% open space must be reinstated. - This submission supports Collinstown as a digital hub for North Kildare as it will bring a balanced approach. The Collinstown masterplan should be open to public consultation. - KDA 3: There should not be 4 storey, high rise, high density development along the R449. - KDA 4: A TIA must be completed and recommendations implemented in advance of the commencement of KDA4; there should not be 4 storey buildings along the R449. - The masterplan for Confey should be subject to public consultation.
490	John Colgan	<p><u>Collinstown</u></p> <p>The prefatory chapter on all such Area Plan documents should be a summary outlining compliance with the preceding Area Plan; an assessment of whether the Council gave effect to those parts of its own development plan over which it had control.</p> <p><u>Relationship With Other Plans & Guidelines (Section 1.5, p2 & 3)</u></p> <p>Missing from the list of national policy documents and Guidelines issued under the P&D Act is <i>Architectural Heritage Protection – Guidelines for Planning Authorities</i>.</p> <ul style="list-style-type: none"> ○ Not much attention is paid to architectural heritage in Leixlip, including the medieval ruined church of Confey, Leixlip (aka Salmon Leap) Bridge which was subject of improvement in 2005–6 without competence in either conservation of buildings or heritage regulations or guidelines, despite the bridge being a protected structure. ○ There is no point in the Council listing protected structures if it trashes them itself, this is being repeated with the proposed public lighting scheme on the bank of the Royal Canal by Leixlip despite the sensitive nature of the earthen canal bank, the presence of some 200 year old botanical wild life over parts of it.



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		<ul style="list-style-type: none">- Also missing from the list of guidelines and regulations is any which refers to flood abatement measures. Much of North Kildare is subject to flooding.. At present, not one insurance company will provide flood cover for property in Leixlip Village; some won't provide cover for houses on top of a hill (e.g. River Forest) if they are near a water course.- Without a pro-active approach to flood abatement, the situation will get worse owing to (a) increased replacement of spongy, water-absorbent grass or other land with buildings or concreted or asphalted surfaces and (b) climate change- Most of the flood incidents are transient and can be abated by making the storage of storm waters obligatory with all planning developments- Here are some suggestions to abate flooding in Leixlip area and generally:<ul style="list-style-type: none">o Make byelaw(s) to oblige all hard-surfaced developments, including concreted-over front garden, to provide on-site soak-pits of sufficient capacity to hold a month's rainfall and preclude the diversion of surface rain water to public drains or river courseso Incentivise existing premises to install soak-pits, through grants or higher property taxeso Make byelaw(s) to oblige all new built development to recycle rainwater.o Preclude by guidelines or regulations the discharging of surface water from dual carriageways and motorways (e.g. M4) direct into river courses; instead, provide temporary water storage in ditches installed in central medians. Retrofitting of these ditches could be an objective of the plan.o End permissions for building up flood plains (e.g. Ryevale nursing home lands on banks of Rye Water) or acquiescing in the storage of spoil there (e.g. over 80,000 tonnes of stone spoil on Intel lands, allegedly in the flood plain of the Rye Water)o Re-establish the small flood plain on Distillery Lane, Leixlip, between the old penal church and the Rye Bridge, by removing the mound of earth thrown up there in 1954 by OPW in the course of their lowering of the bed of the Rye that year. (S 490: C9) <p><u>2.1 Historical Development p4</u></p> <ul style="list-style-type: none">- Neither Castletown Housing Estate (ca 1970) nor Gleneaston Estate (ca 2000-2005) could be said to have been developed in "recent years".- The M4 to the south hardly constrains Leixlip development; what part of it touches Leixlip has the Hewlett Packard development to the south of it. The road over the M4 is adequate to connect both sides of the M4 to the town. (S 490: C2) <p><u>3.2 Delivering The Strategic Vision, Second bullet, p7</u></p> <ul style="list-style-type: none">- This presumes that the traditional heart of Leixlip Village is an attractive area of shopping, business, tourism, recreation and living. It isn't, because of the large volume of vehicular traffic, travelling too fast for the safety of pedestrians on substandard narrow footpaths- There is no traffic calming in place and the Council has failed to preclude the use of the village to HGVs, despite the expressed wish of the elected members of the Council several years ago



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		<ul style="list-style-type: none">- This is privately said to be to suit Intel by providing an alternative ‘escape route’ for its goods vehicles and also to suit what I regard as unauthorised development – the traffic in imported sewage taken over Leixlip Bridge and into the residential area of Mill Lane- It isn’t attractive to certain businesses because of insufficient immediate car-parking- It isn’t attractive to residential use because of<ul style="list-style-type: none">(a) the virtual absence of residential parking;(b) the upstairs of many of the older premises have ceilings that are rather low and unsuited to today’s taller persons; and(c) noise and dust, apart from the residences on the mall, are prevalent- Many of the Village’s shop premises are derelict and disused (28% on one count some years ago). There are extensive shopping centres at Lucan, Maynooth and Liffey Valley is but 5 miles away. (S 490: C3) <p>3.2 <u>Delivering The Strategic Vision, third bullet, p7</u></p> <ul style="list-style-type: none">- There’s almost nothing in the way of employment for blue-collar workers in Leixlip- More needs to be done to attract the Dublin Brewery of Arthur Guinness etc. to its Leixlip site as Dublin property values rise in future- Only around 1,000 of Intel’s workers live in Leixlip; three quarters of them commute by car, facilitated by allowing extensive car-parking on the Intel site. This practice is contrary to Irish public policy and should cease- In respect of some recent planning applications for extensive car-parking facilities on the site, there was been no consultation with the State’s transport policy body by the Council’s Planning Department – contrary to law - and no environmental impact statements on this car-driven policy. It appears due for a repeat with the imminent lapse of Intel’s last ten year planning permission for extensive development- The planning authority should address the reason(s) why Intel’s staff do not live locally. (S 490: C3) <p>3.2 <u>Delivering the Strategic Vision, Fifth bullet, p7</u></p> <ul style="list-style-type: none">- To promote an appropriate level of road infrastructure is a worthy objective- Notes that the road linking Leixlip to Naas and Newbridge (location of the central library and archives) is particularly poor in quality (S 490: C3) <p>3.2 <u>Delivering The Strategic Vision, Eight bullet, p8</u></p> <ul style="list-style-type: none">- The protection and management of the town’s built heritage is a commendable objective, however it’s not helped by taking out protected structures to facilitate their demolition or destruction for example Newtown House and the destruction by or for the Council of the early 18th century underground, vaulted, whiskey stores at the former distillery building on Distillery Lane, being within the curtilage of a protected structure, to allow a sewer to cross the bridge- The Council should require all substantial developments by or at the behest of its own Departments which may impinge on protected structures



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		<p>etc to be subject to the oversight and prior approval of its Planning Department</p> <ul style="list-style-type: none"> - The Council has tended to neglect the protection of vernacular architecture - The proposal to widen Kellystown Lane, properly called Sandford’s Bridge Road will destroy Sandford’s Bridge across the Rye Water at this point. The Sandfords lived (18th century) in Leixlip Castle and in Moyglare Castle, which will account for the old bridge here and ought to be preserved - Instead of widening Sandford’s Bridge Road, the Council ought to construct a new road and bridge, parallel to this one, between Carton Demesne’s eastern boundary and Hedsor House on the adjoining lands. (S 490: C3) <p><u>4.1. Function, Population and Scale of Leixlip, p9</u></p> <ul style="list-style-type: none"> - The CSO compiled population for Leixlip town indicates that the population is 47 persons fewer than corresponding 2011 population, though the physical area is unclear. The development of 131 hectares of land should be conditional on the provision of wastewater facilities and flood attenuation measures. (S 490: C4) <p><u>4.3. Future Development Priorities, p11</u></p> <ul style="list-style-type: none"> - For what lawful reason is the Council / planning authority facilitating the provision of thousands of car parking spaces at Intel and Hewlett Packard, contrary to sustainable development, good environment and public policy? - If only a small fraction of Intel and HP works reside in Leixlip, why is this? - Answers: <ul style="list-style-type: none"> o Both Intel and Hewlett Packard provide excessive car parking spaces, free of charge to the user, on their own sites, and have been permitted to do by KCC as the planning authority o Policy CS1.3, p11: “<i>in tandem with ..necessary physical, social and economic infrastructure.</i>”, for a Local Area Plan, this statement is too vague and provides no insight as to what is envisaged. o The Council should avoid precluding the public and public representatives from commenting on and influencing the nature of the infrastructure e.g. the kind of school sought to be a matter for the population of the town, not for Church interests - Do not widen Cope Bridge, but continue with traffic-light controlled, alternating one-way, vehicular traffic. Cope Bridge, which dates from approx.1794, should be retained and be a protected structure. - Any electrification of the railway ought to be accomplished by lowering the tracks locally, if the need arises - Reinstate the aspiration to extend the River Forest spinal road (on which there are no houses fronting) down to the Station Road / Maynooth Road - Investigate the provision of a running-track-shaped roundabout to capture through traffic on the Captain’s Hill, Glendale and River Forest



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		<p>Estates, and moderate the speed of vehicular traffic on Captain's Hill</p> <ul style="list-style-type: none">- Take action to reduce the unauthorised use of Cope Bridge and Captain's Hill by tractor-drawn slurry tanks and straw-laden trailers, HGVs etc over the existing 3-ton limit through Leixlip Village- Investigate, or commit to, the erection of a bridge (possibly the old Bond Bridge at Maynooth re-cycled) over the Canal and railway at the north end of Sileachan Lane to provide access and egress for local traffic to the Confey Road- Negotiate with Fingal Co Council to address the treacherous junction of Confey Road with Barnhill Road- Provide a pedestrian link over the Rye Water to facilitate pedestrian and or bicycle traffic from Confey College and River Forest towards the Station Road via Ryevale Lawns- In respect of housing provision, please consider providing for up-market housing of lower density, alternatively three-storey structures, and for sheltered-housing for the growing elderly population. (S 490: C9) <p><u>5. Urban Centre & Retailing</u></p> <ul style="list-style-type: none">- It is many years since Leixlip's Main Street was its 'primary retail area'. The environment is too unpleasant – too noisy, wet in rain, dusty with narrow footpaths, no really convenient car-parking- Consolidate, in so far as is possible, the existing commercial premises in the village centre, while improving and encouraging the prospect of certain kinds of housing there- Encourage the re-opening of closed-in archways which historically provided access to the backs of Main Street premises- Create a scheme to provide access to the rear of the terrace of eight houses on the Mall from the carpark of Murphy's public house, to provide off-street parking etc for these residences/business premises, and possibly additional car-parking for the pub- Acquire the small paddock between the western boundary of Shingled House (1, Main Street) and Dublin Road Street (the bridge road) and turn it into a car park, possibly for Main Street residents only- Create a roundabout at the junction of Mill Lane, Dublin Road Street and Main Street- Encourage the developers of the proposed Primary Care Centre on the site of the old ESB premises to relocate their entrance to the centre of the ESB's old office / shop block- Develop a new, standard elevation for the old residences and shops on the south side of Main Street, encouraging them to raise the level of their roof line to allow modern use of the upstairs of these premises, the ceiling height of which is too low for modern man- The overall goal of a plan for the Main Street should be to encourage its reversion to predominantly residential use augmented by professional offices.



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		<p><u>Figure 5-1 Leixlip Core Retail Area, p15</u></p> <ul style="list-style-type: none"> - The pink shaded area of the map is the ‘core retail area’; it isn’t, as drawn. On the Captain’s Hill, it should extend up the north end of the former Motions building; on the Main Street it should project seamlessly into Mill Lane on the south side of the lane to include the several retail premises there; on Dublin Road Street – <i>Leixlip Bridge Road</i> – it should include the terrace of retail shops and the ‘Keepers & Procedures’ premises; on Pound Street, it should include all of the street excluding The Glebe House, up to the commencement of Old Hill - Policy UCR03.4 “Investigating the potential” for widening the paths does not go far enough. The footpath on the south side of the Main Street is too narrow, hazardous to pedestrians <p><u>Turning Places in Village</u></p> <ul style="list-style-type: none"> - There are no official turning places to allow vehicles visiting the village to turn around and return, if they have been parked on the street. Small roundabouts at each end (Pound Street and Dublin Road Street) should be considered <p><u>5.6 Undesirable Uses</u></p> <ul style="list-style-type: none"> - The fact is the Council has failed to police developments such as takeaways to restrict their opening hours e.g. subway - The Council, by failing to require the premises to obtain Planning Permission has missed an opportunity of regulating its opening hours. The provision in the Litter Acts (?) obliging takeaways to collect litter within a certain distance of their premises ought to be enforced. (S 490: C5) <p><u>6.2 Economic Development Strategy</u></p> <ul style="list-style-type: none"> - The planning authority should take action, if it is so empowered, to restrict the establishment of local monopolies - The Council’s policy on the establishment of petrol stations has had the effect of inhibiting the establishment of such businesses within the curtilage of the town - New manufacturing employment should seek to (a) provide work of a nature not now provided, i.e. blue-collar work, and (b) facilitate sub-suppliers to the main manufacturers and (c) be such as to facilitate the exploitation of Leixlip’s strengths – proximity to the Capital and road, rail, and air flight infrastructure, adequate provision of water, electricity, access to third-level colleges for R&D and collaboration in labour supply - The relocation of the Guinness brewery to Leixlip should be pursued, especially as inner-city land values increase - EDT01.4: The Seveso III Directive, relating to coping with major accidents etc obliges the publication of an emergency evacuation plan in the event of such an emergency. The Council has not published one. - A few years ago the Integrated Pollution Control Licence for Intel did not oblige the licensee to provide for the continuous measurement of air quality (specifically, the detection and measurement of HF gas) within the ambience of the plant and its residential neighbours - The EPA later sought to make direct and continuous measurements of HF a requirement of the licence; the licensee objected and, at that time,



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		<p>no such obligation was included in the IPCL. It should be</p> <ul style="list-style-type: none"> - Confey is on a high plain, not far off the height of Intel’s stacks and in the downstream side of them. In the past, the files of the EPA record that residential neighbours of Intel along the south side of the Confey Road complained of acid burns, e.g. to toddlers playing in their back gardens on the grass - The Council, as planning authority, should call for measurements of air quality of the licensed emitted gases (and materials to the water course (Hewlett Packard)) and data on the incidents of local hot spots for health issues. <p><u>7. Housing & Community p30</u></p> <ul style="list-style-type: none"> - 2011 Census data suggests a nearly doubling of the 65+ population of the town which will lead to a demand for sheltered housing, down-sized housing and suitable amenities - The conversion of the Royal Canal towpath into a cycleway will make this no longer safe for pedestrians - For pedestrians leaving Leixlip towards Lucan, or Beckett’s Hotel on foot, there is no footpath on the outbound side beyond the Salmon Leap Inn, and that on the opposite side is excessively sloped towards the road and treacherous to approach. - The improvements made through the addition of a handrail on the Captain’s Hill are a considerable benefit. However, the path further up the hill needs widening; given the speed of the vehicular traffic - The Council should investigate removing the grass verge, or parts of it, on Captain’s Hill and providing parking bays in its place, near the village centre <p><u>Cycle Parking</u></p> <ul style="list-style-type: none"> - There is a shortage of cycle parking facilities throughout the town, and none which are covered <p><u>7.6 Community Facilities</u></p> <ul style="list-style-type: none"> - All of the primary schools listed are National Schools under the patronage of Roman Catholic interests - Prayers, nativity plays, holy days, excessive attention given to religious formation, are all intrusions into the secular education any child is entitled to in a national school which is, for practical purposes, wholly funded by the State or by parents - At second level, it appears that efforts are made to restrict access to each school to a particular catchment area. The division is hampered by the lack of a pedestrian link from Riverforest Estate through Ryevale to enable students from either area attend either school, at their own choosing. <p><u>8.1 Walking And Cycling</u></p> <ul style="list-style-type: none"> - The key walking areas – from the Captain’s Hill to the Village (Main St and environs) and the Main Street itself – poorly serve pedestrians and are



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		<p>dangerous, often puddled when wet on the Main Street</p> <ul style="list-style-type: none"> - Additional crossing points on the Main Street, including Pound Street, would be welcome, on grounds of safety and also as a means of traffic calming. There is a need for a safe pedestrian crossing at Pound Street in the vicinity of the entrance to what will be a new Aldi store. The line of visibility coming down the Station Road (Leixlip Hill) needs to be improved if this is affected; done by cutting back on the trees inside the boundary wall - The existing traffic-light controlled parking on Main Street at the entrance to Arthur Guinness Square needs revisiting. The time interval between requesting a green pedestrian phase is too long, and encourages pedestrians to ‘take their chances’ on red - The pedestrian usage of the Royal Canal towpath will be greatly damaged when its use as a cycle route is encouraged. The cycle traffic will be hazardous to pedestrians. The Council should press for byelaws to require cyclists to dismount when they approach pedestrians and remount when they pass them by; and to have bells installed - The pedestrian use of the Black Avenue has been greatly damaged as an amenity by the Council illegally, in my view, tankering in sewage waste for commercial gain, - MT01.2 Sileachan has but one L; <i>mea culpa</i> for spreading the incorrect spelling! <p><u>8.2 Public Transport</u></p> <ul style="list-style-type: none"> - The electrification proposed, it should be noted, will trash the appearance of the line as viewed from both the Canal and the houses backing on to the track - If it is to happen, there is no need to rebuild the rail portion of Cope and other bridges; an alternative solution is to lower the rail tracks in the vicinity of the bridges - Electrification ought to be considered at least as far as Enfield, with plans for the entire route to Sligo <p><u>8.3. Road and Street Network</u></p> <ul style="list-style-type: none"> - The need for new north-south roads to the west and east of the town as envisaged or mooted are worthy of consideration. As Leixlip is at the corner of Co Kildare and touching upon three other counties - The planning authority ought to create temporary arrangements with elected members in all the counties to develop a mutually acceptable framework for roads - The Captain’s Hill is used as a rat-run by travellers from Meath, and by overweight commercial vehicles - Consideration should be given to creating a new road and bridge over the Liffey to join the Cooldrinagh roundabout east of Leixlip - Consideration should be given to re-establishing the closed 18th century road which intersected the Maynooth road at Ryebrook and extending



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		<p>down to the Barnhall Road where it serviced the former Barnhall farm, now part of Hewlett Packard and at the north end, met with Confey Road.</p> <ul style="list-style-type: none"> - Sileachan Lane, from St Mary’s Park northwards, should be recreated as a local road, with a new bridge over the Canal and Railway to exit at the eastern boundary of Confey GAA club - Hewlett Packard should not remain ‘an island’ of some 300 acres. Access should be negotiated to enable traffic from the west end of Leixlip Park, Castletown, to join the M4 at the West Celbridge-West Leixlip Interchange roundabout or earlier - MT.3.7 I strongly support the proposal to provide traffic calming measures throughout the village of Leixlip; these should function at night time, when most of the vehicular accidents occur - Suggest zebra crossings rather than traffic-light controlled crossings <p><u>8.4 Car Parking</u></p> <ul style="list-style-type: none"> - There is no “Abbey Square”; you may mean Arthur Guinness Square - No mention of cycle parking places - Please ensure that developers such as the Courtyard Hotel provide such facilities in accordance with the plan <p><u>9.1 WATER SUPPLY AND WASTE WATER</u></p> <ul style="list-style-type: none"> - There have been repeated expansions of Fingal’s potable water treatment plant at Leixlip. During the past year, the water level in the Liffey at Leixlip Bridge has never been more than about 0.66m high; consequently, there is almost no scouring action of the river and the bed is covered in green growth of some kind - The available water for diluting the outflow water from Leixlip Sewage Works has been reduced, leading to increased pollution of the Liffey - There is also a white powder deposition on the walls and stonework which bound the Liffey and the Rye river which extends from east of Sandfords Bridge to my residence at Leixlip Bridge. What is it and what is being done about preventing it? - All developments should be required to provide onsite soakage pits for surplus roof and hard-surface rainwater, which is a prime source of localised flooding in the greater Dublin region <p><u>9.5 POLLUTION AND ENVIRONMENTAL SERVICES</u></p> <ul style="list-style-type: none"> - Urges the Council to publish annually at least, notices which state that the area is a smokeless fuel zone and the implications of this; new residents, immigrants etc cannot be expected to be aware of this without adequate notice and to reinstate, if not in situ already, the old, broad-spectrum “SO2 air quality meters” in the Leixlip area so that acid gases (which are not SO2) can be detected in the ambient air as SO2-equivalent. <p>Table 10.1 – Record of Protected Structures</p>



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		<ul style="list-style-type: none">- There are a number of typing and similar errors here:- 67 Main Street, Leixlip – “Leinster Lodge” - I know of no such named property.- Ralph Square (Off), Leixlip – House. I know of no house “off” Ralph Square; perhaps what is meant is the terrace of two houses on the west side of the street, which have been allowed to become derelict and open at the rear?- Glebe House is on Pound STREET.- It’s Newtown Hill House, not Newton Hill House.- There’s no Mill Street; it’s Mill LANE.- It’s Shingled House, 1 Main Street, Leixlip- The description “Main Street, Leixlip” is an insufficient description to identify the property. Each house on Main Street was assigned a house number (for which there is a legal obligation on the owner to display) by the Leixlip Town Commissioners. It should be possible to identify the house by a number and / or, say, “The McGrane house” as appropriate.- I suggest the following additions to the list:<ul style="list-style-type: none">o Hedsor House (Reid house), Collinstowno Blakestown House, Blakestowno Bridge over the Rye Water, rear of Intelo Sandford’s Bridge, Kellystown Laneo Collector’s house ruin, Royal Canal Banko Leixlip Spa bath and basin, Leixlip townlando Knockmulrooney Turret, Confeyo Newtown Houseo Cope Bridge over the Royal Canal <i>but not railway</i>o Covered Well of Leixlip, Old Hill, Leixlipo Terrace of Council Houses, Mill Lane (from ESB premises to Sileachan Lane)o Couple of two-storey Council houses at north end of Buckley’s Laneo 2 Pound Street, Leixlip (=front part of former Darkie Moore’s pub)o Middle Shop pub frontageo Leixlip Credit Union front façade



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		<ul style="list-style-type: none"> ○ Rye Cottage, 97 and 99 Main Street, Leixlip <p><u>10.1.2 Architectural Conservation Area</u></p> <ul style="list-style-type: none"> - In practice, this designation has been of little value in retaining the existing fabric of heritage properties - Insufficient information is provided to enable an owner or occupier of premises in this area comply with the objectives Moreover, experience has shown that where a planning permission issues for a property in this area, breaches of the permission which adversely affect the heritage structure or ambience are not policed by the Council - On Leixlip Main Street, the interesting Leixlip Credit Union building was the subject of a grant of permission - There is extensive use of plastic gutters and down pipes in place of cast iron ones on the Main Street in heritage properties. PVC products are not durable when within reach of impulsive vandalism. Some properties, such as the line of three vacant premises at the eastern corner of Captain’s Hill/Main Street are without downpipes for years, leaving rainwater to spill on the footpath or on passing pedestrians <p><u>Table 10.2 Sites and Monuments Record</u></p> <ul style="list-style-type: none"> - The descriptions in the Table do not facilitate ready identification of the properties, and some may not be unique, other than through the Reference number. Try adding current occupier, if any, name; or Lot number from Griffith’s Valuation - The Table includes monuments not in Co Kildare, eg, Cooldrinagh (in Co Dublin). St Wolstan’s NOT Wolstans - The field(s) contiguous to the Confey Castle (Eustace) ruin, probably in Confey townland should be included in this list. A condition in a lease from ca 1800, to Wilson, required that these lands not be ploughed. There is an obvious inference: they have the appearance of an ancient human habitation of a ring fort etc. This undulating site was still extant 10 years ago. I believe the name Confey is derived from the French language for an enclosure.
491	William O’ Connor	<ul style="list-style-type: none"> - In Section 12.1.1 KDA 1 there are the two pedestrian / cycle access routes in Figure 12-1 off Barnhall Drive and on Rinawade Lawns. The following concerns are expressed in this regard: what is the need?; they will serve as a focus point for anti-social behaviour; a survey of Rinawade should be carried out quantifying existing anti-social behaviour; increased volume of pedestrian /cycle traffic and unofficial vehicular parking; the existing boundary hedgerows between Rinawade and new development is identified as ‘low value’ in Habitat Mapping- this should be maintained and reinforced to a high value hedgerow status; removal of existing trees and hedgerows will diminish the view; the open spaces between Rinawade Rise and the Wonderful Barn should not be merged as this would create a mega-estate; the Rinawade Lawns access route appears to have little amenity value. (Sub 491, C 12) - KDA 1: The 15% minimum open space required, restriction on apartments and flat roofs, and protection of views within the site must be re-instated. To minimise the visual impact of the houses on the heritage asset, the development should be low density and no higher than 2 storeys in height. The



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		<p>density at 35 units per hectare is high.</p> <ul style="list-style-type: none">- The proposal to build 3,315 units in Leixlip raises the following concerns: Increase in population and traffic without adequate physical and social infrastructure; this will cause further traffic congestion; there will be a negative impact on the overall quality of life for Leixlip residents due to over development of a small town; can the foul sewerage system cope with the scale of the proposed development; no detail on mix of housing types, density, sizes for each KDA like the 2002 LAP.- This submission supports the Leixlip Community Group submission.
492	Jackie Moore	<ul style="list-style-type: none">- No real changes have been made to the LAP on foot of the hundreds of submissions made previously. This submission is against the creation of new residential and industrial development where no proper infrastructure is in place or existing deficiencies are not addressed.- The existing sewerage system is disintegrating, with odours in particular being problematic. This must be completely resolved before adding further developments.- Trains are at capacity and parking is inadequate. The electrification of the railway line is uncertain in terms of timeline and infrastructure upgrades required to stations along the line.- No thought has been given to how children can be brought to existing schools safely or what additional resources may be required. <p>Water quality, pressure and lime content in the area is a disgrace. This must be fixed before building more houses.</p> <ul style="list-style-type: none">- There are concerns that An Bord Pleanála will not adhere to the Local Area Plan when considering planning applications for 100+ houses, which could result in housing estates with poor roads and lighting etc.- There should be no masterplan for Confey until assurances are given that no road will go through St. Catherine's Park linking the N3 and N4. The park is a great recreational amenity. The LAP has no alternative plan for access. The location of an industrial area within Leixlip needs to be re-evaluated.
493	Carl & Ciara Crehan	<ul style="list-style-type: none">- The deficit in school facilities should be clearly stated with a plan to address the problem or the stated intention to develop one in conjunction with the Department of Education and Skills. Sufficient land should be zoned as part of the LAP to meet additional demand for school places. Development should be limited in scale until sufficient capacity is available. Developers should be made liaise with the DES to ensure education needs are met in the future.- The transport strategic aim is only aspirational. Trains are at overcrowded. Dart electrification is long promised but there are no plans to implement. There are capacity constraints at Connolly. Additional zoning is required at Louisa Bridge and Confey Bridge for additional car parking. The bus service will need significant investment to meet increased demand.- A traffic management plan is urgently required. The existing road network is under significant pressure. Increasing traffic will create congestion, noise and pollution.- Traffic from KDA3 and KDA4 will exit onto Easton Road which is already insufficient to cater for current traffic levels. No schools are planned nearby



Sub. No.	Name	Summary of Issues Raised
		<p>within walking distance. Increasing traffic on Green lane will increase health and safety risks for pedestrians and cyclists. These developments should exit onto the roundabout at R449 to reduce congestion on Easton Road.</p> <ul style="list-style-type: none">- Traffic from KDA1 and KDA2 will increase traffic on the Celbridge Road significantly. An additional exit from the M4 should be proposed at the Celbridge Road (this would reduce traffic through Castletown estate).- The LAP should reflect the level of expansion that can be reasonably accommodated within Irish Water’s existing plans.- KDA3 should include the following: “Any proposals for the site should have regard to the residential amenity of the existing residential dwellings at Glen Easton”; hedgerows should be protected along the boundary with Glen Easton; there should be a setback from Glen Easton; the open space area should be located to the east of the site; hedgerows to be shown along boundary with Glen Easton; insert in Built Form “The 2 storey limit on dwellings to the east of the site will be strictly applied”; a minimum separation distance to Glen Easton boundary; no high density residential structure along the R449 in accordance with County Development Plan.- The site area for KDA3 needs to be clarified (conflicting between 9 and 12 hectares). Overhead transmission lines will reduce the maximum density here and should be reduced.- Developments at The Wonderful Barn and Leixlip Demesne are contrary to the strategic aims for heritage. These lands should be zoned for recreational use. Any development considered here should be significantly reduced and not impact on cultural heritage of surrounding areas and potential future recreational use of remaining lands.- There must be public consultation with the Collinstown Masterplan. Public engagement principles to be adopted as part of the masterplan process must be outlined in the document. Consideration of the wider community needs to be incorporated into any proposal.- The lack of planned community facilities within the LAP is disappointing. Additional playground facilities should be put in place to meet the needs of the community. A swimming pool, theatre and arts centre should be considered to address cultural needs.- As Intel is a Seveso site, restrictions on the proximity of residential developments should be adhered to in the consideration of the Collinstown masterplan.- Availability of land within the existing HP complex by entities other than HP should be considered as part of the LAP.
494	Tony Murray	<ul style="list-style-type: none">- The plan must zone appropriate lands for new schools and to allow for extension and improvement of existing community facilities, including a swimming pool.- A traffic assessment must be completed and recommendations implemented in advance of any works commencing.- The minimum 15% open space policy must be reinstated.- High rise, high density housing is not wanted on the edge of the town as it is inappropriate. The 4 storey requirements along the R449 should be



Sub. No.	Name	Summary of Issues Raised
		removed. - KDA3 should only accommodate low density residential development of 30 units per hectare.
495	Mary Kelly	<ul style="list-style-type: none">- There must be a commitment in the plan to zone land for two primary schools and one post primary school.- There must be a commitment for adequate water services to service the planned development prior to the zoning of lands and / or granting of planning permission.- The 4 no. KDA's will have a significant impact on traffic congestion, which will cause safety issues. A Traffic Impact Assessment must be completed before any work commences on any KDA to assess cumulative impacts. Recommendations from TIA's must be implemented before works commence. It cannot be on a case by case basis.- The current playground at Leixlip Amenities is very small. The playground in St. Catherine's Park is outside of the LAP boundary and should be excluded. The objective to promote the development of a swimming pool, as was contained in the previous LAPs, should be reinstated. There are no solid plans to extend the community facilities in line with population increase. Land should be zoned for these specific purposes (pool, playground).- The parklands at The Wonderful Barn must be enhanced to a high quality amenity area/green space for biodiversity and recreational use, and protected from the zoned land. Promoting The Wonderful barn as an integrated tourism attraction should include a large playground/skatepark and a picnic area.- The following should be reinstated into KDA 1: "Apartments and flat roof houses would not be appropriate in this area"; "Building layout must have regard to the need to protect key views within the site, namely those from Castletown House, from inside the Celbridge Road entrance, and from within the existing residential developments"; "To provide a minimum of 15% of the residential lands as Open Space".- This submission opposes the zoning of Leixlip Castle Demesne on cultural and heritage grounds as they are listed for protection in the County Development Plan.- The revisions made to the Green Infrastructure objectives (GIO1.7 and 8 in Nov Draft LAP) should be reversed to give greater protection to trees.- This submission supports Collinstown as a digital hub for North Kildare for the following reasons: the lands are strategically located and highly accessible; it has potential to facilitate a critical mass of high order employment. The Collinstown masterplan should be open to public consultation.- KDA 1: To minimise the visual impact of new development on the built heritage asset, the proposed development needs to be low density and no higher than 2 stories.- KDA 2: Section 12.1.2. must include reference to minimum of 15% open space requirement.- KDA 3: The 15% open space requirement must be reinstated. Permission has been granted for 200 units on this site. This site should only accommodate low density housing of 30 units per hectare. There should not be 4 storey development along the R449.
496	Jean O' Hara	- There must be a commitment in the plan to zone land for two primary schools and one post primary school.



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		<ul style="list-style-type: none"> - There must be a commitment for adequate water services to service the planned development prior to the zoning of lands and / or granting of planning permission. - The 4 no. KDA's will have a significant impact on traffic congestion, which will cause safety issues. A Traffic Impact Assessment must be completed before any work commences on any KDA to assess cumulative impacts. Recommendations from TIA's must be implemented before works commence. It cannot be on a case by case basis. - The current playground at Leixlip Amenities is very small. The playground in St. Catherine's Park is outside of the LAP boundary and should be excluded. The objective to promote the development of a swimming pool, as was contained in the previous LAPs, should be reinstated. There are no solid plans to extend the community facilities in line with population increase. Land should be zoned for these specific purposes (pool, playground). - The parklands at The Wonderful Barn must be enhanced to a high quality amenity area/green space for biodiversity and recreational use, and protected from the zoned land. Promoting The Wonderful barn as an integrated tourism attraction should include a large playground/skatepark and a picnic area. - The following should be reinstated into KDA 1: "Apartments and flat roof houses would not be appropriate in this area"; "Building layout must have regard to the need to protect key views within the site, namely those from Castletown House, from inside the Celbridge Road entrance, and from within the existing residential developments"; "To provide a minimum of 15% of the residential lands as Open Space". - This submission opposes the zoning of Leixlip Castle Demesne on cultural and heritage grounds as they are listed for protection in the County Development Plan. - The revisions made to the Green Infrastructure objectives (GIO1.7 and 8 in Nov Draft LAP) should be reversed to give greater protection to trees. - This submission supports Collinstown as a digital hub for North Kildare for the following reasons: the lands are strategically located and highly accessible; it has potential to facilitate a critical mass of high order employment. The Collinstown masterplan should be open to public consultation. - KDA 1: To minimise the visual impact of new development on the built heritage asset, the proposed development needs to be low density and no higher than 2 stories. - KDA 2: Section 12.1.2. must include reference to minimum of 15% open space requirement. - KDA 3: The 15% open space requirement must be reinstated. Permission has been granted for 200 units on this site. This site should only accommodate low density housing of 30 units per hectare. There should not be 4 storey development along the R449.
497	Brian Farren	<p>The increase in housing in Leixlip, especially in Confey, could create huge estates of houses and related issues of crime, the community and facilities etc. Leixlip can just about cater for its current population. As Captain's Hill won't cater for additional traffic, the motorway will end up going through St. Catherine's Park, a great resource for the community. People need green spaces.</p>
498	Ed Vaughan	<p>- There should be a firm commitment regarding schools prior to the development of any of the KDA's. In the short term, provision for the extension of</p>



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

Sub. No.	Name	Summary of Issues Raised
		<p>existing schools should be included.</p> <ul style="list-style-type: none">- The new KDA's should be low density housing, detached and semi detached houses only. Step-down housing for empty nesters should be provided to bring older housing stock into the market. New developments should be served with adequate retail units and a minimum of 15% useable open space. The road network is at breaking point: the M4 is backed up at peak times; the town is at capacity and additional houses will adversely add to traffic. Traffic impact reports for all areas surrounding the KDA's should be completed and the findings acted upon prior to any building work commencing.- Public transport is insufficient and in need of major investment. Capacity and service both need to be increased to meet demand. An extension of the LUAS line to Lucan and Maynooth should be considered. A new route onto the M4 westbound needs to be considered to relieve pressure on traffic using Castletown and Easton Road to gain access to the M4.- Leixlip Amenities Centre needs an extension to the playground. Additional play/recreational facilities will be needed to be included also. A pool should be provide.- The build heritage of Leixlip Demesne and The Wonderful Barn need to be protected for generations to come.- This submission supports the Leixlip Community Group.
499	JJ White	<p>There is insufficient information regarding road traffic infrastructure and sewerage, or rectifying issues in Leixlip, before adding more houses. There is not enough in this draft plan.</p>
500	Catherine Duffy	<ul style="list-style-type: none">- Traffic is already very slow at peak times. This will only get worse without addressing the problem.- Adequate provision must be made for schools.- The amenities serving Leixlip are inadequate: the playground is too small, there is no pool.- Additional health services will have to be provided to cater for extra people.- Additional bus services must be provided.- The Wonderful barn must be respected and preserved. Buildings no higher than 2 storeys should be allowed to protect views. Security to the back of existing housing estates needs to be addressed.
501	Brendan Moore	<ul style="list-style-type: none">- No real changes have been made to the LAP on foot of the hundreds of submissions made previously. This submission is against the creation of new residential and industrial development where no proper infrastructure is in place or existing deficiencies are not addressed.- The existing sewerage system is disintegrating, with odours in particular being problematic. This must be completely resolved before adding further developments.- Trains are at capacity and parking is inadequate. The electrification of the railway line is uncertain in terms of timeline and infrastructure upgrades required to stations along the line.



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		<ul style="list-style-type: none">- No thought has been given to how children can be brought to existing schools safely or what additional resources may be required.- Water quality, pressure and lime content in the area is a disgrace. This must be fixed before building more houses.- There are concerns that An Bord Pleanála will not adhere to the Local Area Plan when considering planning applications for 100+ houses, which could result in housing estates with poor roads and lighting etc.- There should be no masterplan for Confey until assurances are given that no road will go through St. Catherine's Park linking the N3 and N4.- The park is a great recreational amenity. The LAP has no alternative plan for access. The location of an industrial area within Leixlip needs to be re-evaluated.
502	Fiona White	There is insufficient information regarding road traffic infrastructure and sewerage, or rectifying issues in Leixlip, before adding more houses. There is not enough in this draft plan
503	Lorna Trapp	Leixlip has a thriving drama scene and coupled with the amazing TheatreworX it seems fair that a theatre be available to foster this talent.
504	Catriona Jakma Kinsella	<ul style="list-style-type: none">• The economic recovery has seen an upsurge in demand for affordable housing in urban areas. The existing supply cannot meet demand.• Planned expansion near Leixlip Park will encroach on Leixlip Castle Demesne. The entry and exit will feed directly into an already heavily trafficked road network with no direct access to the main commuter routes of the M4/N4. The road from Celbridge to the N4 at Lucan is barely able to cope with the current commuter traffic.• Planned expansions adjoining Elton Court and Rinawade will result in dramatic increase in traffic with limited access to the main M4/N4.• Leixlip Gate and Glen Easton have more direct access to the M4/N4, however Collinstown may attract additional HGV traffic. (Sub• All planned expansions will place a burden on Leixlip which has limited capacity to absorb additional traffic.• Leixlip itself is not attracting a lot of through traffic currently however it is a concern that commuters using their cars for the future expansion areas will choose to pass through the village resulting in increased congestion again.• Planned expansion at Confey is centred around the existing cemetery with direct access (5 minute walk) from the commuter railway from Longford to Dublin. There is a bus connection to Dublin and UCD. There are schools, a church, a library and shops in the Confey/Riverforest Area and it appears that Confey GAA will be sacrificed to make way for this planned expansion at Confey.• In comparison to other planning expansion areas, it appears that Confey is 6-7 times larger. It is assumed that Confey may deliver close to 1,800 housing units.• The Confey road infrastructure is totally inadequate currently and even if the route through St. Catherine's Park is realised it is doubtful that this will come close to a capacity to ensure adequate access.



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		<ul style="list-style-type: none">• The roads to and from Leixlip in Confey area are barely adequate and access is under severe pressure already. The proposed route through St. Catherine’s Park would completely cut Leixlip off from this amenity park and even if this road is delivered it would not be adequate and would only result in the loss and degradation/destruction of a major amenity and beautiful landscape. It would be a great pity to allow this to happen.• Historically the Confey area is in agricultural use with the ruins of a church, castle and old estate with the main access to Confey is via Copy Bridge. This bridge is wholly inadequate. There would be room to build a second bridge parallel to Cope Bridge, however this would require the removal of existing structures.• Significant traffic would be generated from Confey and without traffic measures this will become very difficult for residents of Glendale and Riverforest.• It is also a fear that most motorists will opt to use the back roads leading to Lucan and Clonee areas. Major shops such as Lidl and Aldi are located in Clonee which attracts traffic from the Leixlip direction. This road network is also almost at capacity.• Additional busses to access the surrounding areas would be a preferred solution; however bus lanes must be more rigorously enforced and a complete overhaul of the times of use carried out.• The bus lane at the N4 exit to Liffey Valley, City direction is interrupted and often fills with cars, this is a flaw in the design of this interchange that needs to be corrected.• In addition to the increase in traffic resulting from Confey and other expansion areas, has the capacity of local fire brigades been taken into account when considering these large expansion areas.• The proposed expansion areas will lead to the destruction of a beautiful landscape without the consequence of this expansion being exhaustively examined. <p>The need for additional houses must be considered in a much wider context, preferably on a national scale if the Government want to prevent building housing ghettos that nobody wants to live in.</p>
505	Rudy Jakma	<ul style="list-style-type: none">• The economic recovery has seen an upsurge in demand for affordable housing in urban areas. The existing supply cannot meet demand.• Planned expansion near Leixlip Park will encroach on Leixlip Castle Demesne. The entry and exit will feed directly into an already heavily trafficked road network with no direct access to the main commuter routes of the M4/N4. The road from Celbridge to the N4 at Lucan is barely able to cope with the current commuter traffic.• Planned expansions adjoining Elton Court and Rinawade will result in dramatic increase in traffic with limited access to the main M4/N4.• Lexilip Gate and Glen Easton have more direct access to the M4/N4, however Collinstown may attract addition HGV traffic. (Sub



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506	Kevin & Julie Hickey	<ul style="list-style-type: none">- This submission does not oppose new houses/development/progress but does oppose insufficient plans being in place for the delivery of key infrastructure to support population increase.- In addition to a new primary school in Confey, 2 primary and 1 post primary school are needed to accommodate additional growth and avoid overcrowding.- The 4 no. KDA's will have a significant impact on traffic congestion, which will cause safety issues. A Traffic Impact Assessment must be completed before any work commences on any KDA to assess cumulative impacts. Recommendations from TIA's must be implemented before works commence. It cannot be on a case by case basis.- There are no solid plans to extend the community facilities in line with population increase. Land should be zoned for these specific purposes i.e. pool, playground. Social infrastructure must be planned for as serious social problems arise without it.- The following should be reinstated into KDA 1 The Wonderful Barn: "Apartments and flat roof houses would not be appropriate in this area"; "Building layout must have regard to the need to protect key views within the site, namely those from Castletown House, from inside the Celbridge Road entrance, and from within the existing residential developments"; "To provide a minimum of 15% of the residential lands as Open Space". To minimise the visual impact of new development on the built heritage asset, the proposed development needs to be low density and no higher than 2 stories- Promoting The Wonderful barn as an integrated tourism attraction should include a large playground/skatepark and a picnic area.- This submission opposes the zoning of Leixlip Castle Demesne on cultural and heritage grounds.- The 15% minimum open space requirement must be reinstated.- The revisions made to the Green Infrastructure objectives (GIO1.7 and 8 in Nov Draft LAP) should be reversed to give greater protection to trees.- This submission supports Collinstown as a digital hub for North Kildare for the following reasons: the lands are strategically located and highly accessible; it has potential to facilitate a critical mass of high order employment. The Collinstown masterplan should be open to public consultation.- KDA 3: This site should only accommodate low density housing of 30 units per hectare. There should not be 4 storey development along the R449 and this statement should be removed.- KDA 4: A TIA must be completed and recommendations implemented in advance of the commencement of KDA4; there should not be 4 storeys along the R449 because high rise is out of character with the town.



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		- The masterplan for Confey should be subject to public consultation, similar to the masterplan for Collinstown.
507	Stephen Dredge	<p>- A masterplan should not be developed for Confey. Objective CSO1.3 implies the need to develop a road through St. Catherine’s Park. The park is a fabulous amenity, giving space to children to play and grow. Playing pitches and clubs there provide a great sense of community. The road would run through two pitches and training area which would be detrimental to the club. Clubs are needed to give people a sense of belonging and to maintain health.</p> <p>- Public health is important. People have a right to green spaces free of pollution, noise, lighting and toxic fumes. Freedom to enjoy fresh air benefits the health of thousands who use it on a weekly basis. The road would have a detrimental impact on the health of children playing in the nearby playgrounds. Research from Canada indicates childhood cancers are caused by environmental agents rather than lifestyle risk factors.</p> <p>- St. Catherine’s park is sacred. The community needs this park road free. It keeps young people involved giving them freedom and peace. It is vital in protecting young people from drugs and alcohol. If this proposed road goes ahead, it will destroy what we as a society hold dear: health, freedom, fun and peace.</p>
508	Clíodhna Jordan	<p>This submission objects to KDA’s 1-4. The existing population of Leixlip needs more investment in infrastructure and services before additional housing is considered, as follows: Glen Easton needs another pedestrian crossing; no school warden at Scoil San Carlo; no ambulance; inadequate Garda service; no swimming pool; insufficient play facilities; the Royal Canal towpath needs re-surfacing; traffic congestion will be worsened; how will construction traffic get to Confey when there’s a weight restriction on the bridge; what effect will 500 houses have on The Wonderful Barn; what effect will KDA2 have on the Liffey river green belt?.</p>
509	Helen Dredge	<p>- Rezoning Confey for residential use without a masterplan does not give the residents of the area an opportunity to see, accept or object to this planned development. The scenarios in the ‘Outline Transport Assessment for the Development of lands at Confey’ is outlined, in addition to concerns expressed about new legislation pertaining to proposals for 100+ houses going straight to An Bord Pleanála.</p> <p>The objections to the masterplan are on the following grounds:</p> <p>- Without a masterplan it’s impossible to consider if large scale development is possible in terms of physical and social infrastructure.</p> <p>- Traffic: Additional trip generation (schools traffic, peak times) will create significant additional traffic at Cope Bridge/Captain’s Hill; the volume of this traffic will cause huge risks to pedestrians accessing schools/library/community centre etc.</p> <p>- Captain’s Hill is already congested with traffic. Access will become more difficult for public transport, deliveries etc. Lack of parking is already having an adverse effect.</p> <p>- Cope Bridge will not cope. Road safety will be a huge issue. The pathway leading to the GAA club, cemetery and Royal Canal walkway will become more dangerous to use because of increased traffic.</p>




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		<ul style="list-style-type: none">- Alterations to Cope Bridge should not infringe on any green space in existing housing estates (Glendale Estate and GAA Grounds in particular). Green spaces should be sacrosanct. It is important for public health. (- The 'Eastern Access Road' outlined in the Transport Assessment contravenes objectives contained in the National Spatial Strategy, Regional Planning Guidelines and the Strategy for the River Liffey and delivery of a Liffey Valley Park. The Liffey Valley is home to many recreational activities, pitches, pathways, flora & fauna; built and cultural heritage. An Eastern Access Road is totally contradictory to the key policy objectives for the Liffey Valley Park. Noise and air pollution will have a huge negative impact on the residents of Glendale Meadows. Appropriate Assessment must be carried out for any infrastructure such as this.- The local community raised approx. €33,000 as a contribution to the park, representing a 5% share in the park.- Parks act against climate change, provide essential open space for outdoor pursuits which bring mental health benefits to the community.- The Confey masterplan is detrimental to the lives of residents of Confey and the surrounding areas, to the environment and to the amenity of the Liffey Valley. It causes major health and safety concerns as well as environmental implications.
510	Tom Dredge	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>.- It is implicit in CSO1.2 and HCO1.2 that significant development at Confey would require a new road to link the development to the M4 through St. Catherine's Park. Such a road would require bridges over the Liffey/Confey Road/Canal/Railway line. It would traverse pitches, playground, fishing, pathways. It would cause pollution and devastating impacts on flora and fauna, on children and residents of Glendale Meadows. It would impact on the Slí na Sláinte.- The park was purchased by Michael D. Higgins when Minister for Arts and Heritage. The community raised €33,00 towards the development of the park. The Department of Finance dictates 3 rule of funding which requires that the Park remains a public amenity for the benefit of West Dublin, Kildare and Meath. A road through the park is a breach of this contract.- Neither residents nor Councillors will have any further say in planning applications for 100+ houses under new Planning and Development (Housing and Residential Tenancies) Act 2016.- 200 houses at Confey would be appropriate. This would facilitate a new car park at the train station. Rail and bus services should be staggered.- The cut-stone Cope Bridge should be retained. A new bridge could be constructed nearby if required. Confey GAA Club should not be interfered with in this regard.- Collinstown would be most suitable for a residential area. A self-contained, high density residential area with shops, school, childcare and other services



Part II: Summary of Submissions – Draft Leixlip LAP 2017-2023

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		<p>would significantly address the housing requirements of the County Council. (Sub 510, Ch 4)</p> <ul style="list-style-type: none">- The phasing of infrastructure is an aspiration.- There is a history of flooding in the area, on Captain's Hill, Mill Lane, at Confey College. New development should not create new problems for these areas.- The plan contains many welcome objectives such as riverside walks, improving access, developing tourism, preventing undesirable uses etc.
511	Louisa Valley Residents Association	<ul style="list-style-type: none">- 3,315 new dwellings is gross over-development. It will increase pressure on services, cause further traffic congestion and destroy the character of the town. The plan must be amended to deliver proportionately sustainable development. Revised population figures are noted.- The plan cannot be developer-led. Phasing, with required social and physical infrastructure, must be implemented. A phase must be completed before works can commence on the next, like Adamstown SDZ.- A swimming pool at Leixlip Amenities Centre must be restored.- Base Entertainment Centre and St. Catherine's Park playground should be excluded from the plan and new provision should be made.- KDA1: The number of units here should be reduced from 553 to 400.- KDA 2 should be excluded from the plan on cultural and heritage grounds. It contravenes objectives for protection of built heritage.)- KDA3: 420 houses here is too much and should be reduced.- KDA4 should be excluded from the plan as it will cause traffic congestion.- 1500 units at Confey is excessive and should be reduced. We are opposed to the destruction of St. Catherine's Park if a road is to be constructed through it.- The Business and Technology zoning at Collinstown is welcomed. The plan must ensure adequate land is available for employment opportunities.- Intel is the biggest multi-national FDI in Ireland. Any plan that causes over-development, traffic congestion and pressure on public services will reflect badly at a local and national level. The plan must prioritise our longer term interests.
512	William and Ann O' Brien	<p>No consultation has taken place with the residents of Castletown regarding development on The Wonderful Barn lands. Current views of the Wonderful Barn are unobstructed. A properly defined boundary wall is required for privacy and security before any development commences here.</p>
513	J. Donnolly	<ul style="list-style-type: none">- Unauthorised development may have taken place on lands located in the grounds of Leixlip Castle (south of Leixlip Park) during the construction of the motorway. Excess material was deposited on 18 acres of land approx. 2-9 feet in height. This is Development as described in the Planning Acts and as planning permission was never granted for this, it is unauthorised.- The proposals have had scant regard to the recommendations contained in the Sustainable Residential Development in Urban Areas Guidelines. There are few houses remaining in residential use in the village. They are a poorly thought out remedy for shortage of dwellings. The plan is rushed, with little



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		<p>regard has been had for the impact on existing communities.</p>  <p style="text-align: center;">MAP 'A'</p>
514	Kathleen McNamara	<p>This submission objects to KDA1, 2, 3 and 4. The existing sewerage system is unsuitable for existing houses and couldn't serve new developments. Parks and play areas will have to be provided in these areas. School must also be provided.</p>
515	Phil Moore	<ul style="list-style-type: none"> - Traffic: The developments of KDA1 and 2 will adversely affect residents in the area; Castletown Estate will suffer from additional traffic; pedestrians and cyclists using Castletown Estate will be put at risk with additional heavy traffic; increased traffic on the Celbridge Road will be a hazard especially at Eurospar; roads in Castletown Estate are narrow and not designed to take the traffic it currently is; more traffic will affect Rinawade. - There are no plans for shopping areas, recreational facilities, schools or parks. More and more premises in the village are closing. There is nothing but housing. - 4 storey apartment buildings at the entrance to Leixlip is unsuitable. - Housing around Leixlip Castle and The Wonderful barn will undervalue the historical value of the village and hamper it as a tourist attraction.
516	Thomas Reid	<p>This submission objects to a number of issues relating to specific policies and objectives contained in the Draft Leixlip LAP.</p> <ul style="list-style-type: none"> - Objectives EDTO1.2, EDTO 1.3, EDTO 1.4 and EDTO 1.5 should be quashed as these relate to Exemptions for development where Seveso Directives apply. No extensions should be allowed in the vicinity of the Intel Seveso establishment as it intensifies risk and health & safety. These have been included in the plan to ensure exempt development. It is suggested that Ecological and Environmental Assessments are manipulated in order to get the 'right' result for the applicant. How does this impact on SACs, NHAs, and Protected Structures in areas close to development of extensions to Seveso Sites. - This submission objects to Objective MTO3.2 regarding the upgrading of L.1014 Kellystown Lane or any alternative North-South connection west of the



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		<p>R149. Any alternative north-south road should be put to the east of Kellystone Lane through the Intel site.</p> <ul style="list-style-type: none">- There should be no zoning of lands within 1000 metres of the upper tier Seveso establishment as this is a high danger zone resulting from the processing and storage of dangerous chemicals. Objective EDT01.5 relates to development in the vicinity of the Intel Seveso site.- Any policies and objectives relating to Intel should be quashed.- There is a view/prospect missing from the plan from Black Bridge/ Blakestown and a scenic route along R148 from Carton to Deey Bridge and lock. There is also a concern about the protection of Ryebrook House.
517	Clare Egan	Leixlip has had traffic problems for years. A traffic system should be set up to solve traffic congestion. It is almost impossible to get out of Castletown at peak times. The new plan should be able to take all the extra traffic.
518	Killross Properties	<p><u>Declan Brassil & Company Ltd:</u></p> <p>This submission refers to land to the south of the Dublin-Sligo rail line and west of the R449 designated as a Level 2 Town Centre in the GDA Regional Strategy and RPG's. It is suggested that two Amendments be made to the Plan as follows:</p> <ul style="list-style-type: none">• 5.6 ha of land should be zoned 'Town Centre' or 'Mixed Use', allowing an urban quarter to include residential, employment and retail uses.• The text of Section 12.2.2 Masterplan for Collinstown should be amended by removing reference to enterprise/employment zone and business park. <div data-bbox="1137 919 1480 1345" data-label="Image"></div>

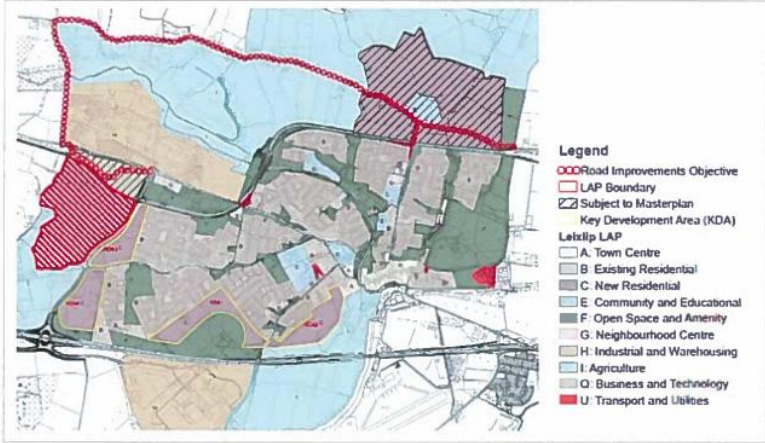


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		<p>The reasons put forward for these amendments are:</p> <ol style="list-style-type: none">1. Delivery of Housing targets: The LAP does not provide for any headroom of zoned lands which is inconsistent with Government’s Guidelines on Development Plans 2007; not every hectare of zoned land can realistically be achieved during the lifetime of the plan; Confey in particular requires major infrastructural investment and masterplanning/SFRA/TIA before any significant development can take place; given the current housing crisis the Planning Authority must ensure adequate lands + 50% are zoned and that the lands can be realistically made available in the short term; lands at Collinstown could make a significant contribution to implementing the Housing Strategy.2. Collinstown is designated for the development of a major town centre comprising of 65,000 sqm of comparison retailing and associated retail services. Collinstown retains a ‘Level 2 Metropolitan Area Major Town Centre’ status in accordance with the RPG’s for the GDA. The CDP notes the intention of the PA to seek the re-designation of Leixlip as a Level 3 Town Centre (Policy R12). Given that Leixlip only accommodates 5766 sqm of existing retail floor space, it is submitted that there is demand for significant retail expansion that cannot be accommodated in the existing town centre. The LAP must designate sufficient land to provide between 10,000 and 25,000 sqm of retail floor area to serve existing and planned population during the lifetime of the plan.3. Spatial re-balancing of the Urban form: Leixlip has an unbalanced form; HP, Intel and Collinstown would coalesce into a major urban block of single land use. A masterplan for Collinstown would create a vibrant urban area. <p>Conclusion: The suggested amendments would facilitate the delivery of the RPG’s housing targets and retail objectives for the region; the County Plan’s Core, Retail and Housing Strategies; the Draft LAP’s Strategic Vision, and the sustainable use of serviced, accessible lands.</p> <p><u>Henk van der Kamp</u></p> <p>There are inconsistencies in policy objectives both within the LAP and between the LAP and higher level plans at county and regional level.</p> <ul style="list-style-type: none">• Leixlip (inc. Collinstown) is designated a Major Town Centre in the retail hierarchy in the RPG’s.• The Kildare CDP 2011-17 designated Collinstown as a Major Town Centre.• The Kildare CDP 2017-23 also designated Leixlip (inc. Collinstown) as a Major Town Centre. The CDP seeks to re-designate Leixlip as a Metropolitan Level 3 Centre in the new GDA retail hierarchy. This is pre-emptive.• Leixlip LAP 2010 refers to Major Town Centre at Collinstown. <p>This Draft LAP states that the designation of the town as a Level 2 Major Town Centre should be retained. The lands at Collinstown are zoned ‘Q Business and Technology’ where retail and residential are not permitted. This is inconsistent with the designation of Collinstown as a Level 2 Major Town Centre.</p>



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		<p>It is stated in the plan that the Collinstown masterplan should provide for retail development.</p> <p>The effective removal of the Major Town Centre designation by adopting a zoning objective that rules out retail and residential development is inconsistent with the written statement, and with the Regional Planning Guidelines and the CDP. The LAP is deficient as it fails to comply with the planning hierarchy. Reference to a possible change in the retail hierarchy is premature and inappropriate.</p> <p>The plan should be amended as follows: Adopt a Town Centre or Mixed Use zoning objective for the lands at Collinstown which allows for mixed use development compatible with a town centre, in place of the Business and Technology zoning objective.</p> <p><u>Declan Brassil & Company Ltd.</u> This submission is on behalf of Killross, Maranon Ltd. and Jimmy Kelly in relation to lands in Collinstown.</p> <p>It is argued that the Confey proposal is severely constrained in terms of accessibility, amenities, basic infrastructure, has flooding risk and cannot accommodate 1500 units during the current plan period as required under the Core Strategy. Collinstown lands are designated at a regional level to accommodate regional growth. It is unencumbered infrastructurally; it's proximate to sustainable modes of transport and strategically located proximate to employment modes.</p>



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		<p data-bbox="524 387 1274 432">Figure 1.0 Excerpt from Zoning Map of the Draft Leixlip Local Area Plan 2017-2023, with the Lands in Collinstown Shown in Red Hatching.</p>  <p data-bbox="463 906 1111 930">The suitability of these lands are demonstrated in terms of:</p> <ol data-bbox="517 943 2141 1345" style="list-style-type: none">1. Proximity and Accessibility: the Collinstown lands have better road, footpath and cycle infrastructure; Collinstown is better served by public transportation than Confey lands due to high quality pedestrian and cyclist routes on the R449 and proximity of Dublin Bus stops; Collinstown is closer to schools, childcare and sports facilities.2. Core Strategy and the Sequential Approach: the Confey lands will not realistically be available during the plan period to accommodate necessary residential development. Sequentially the Collinstown lands are well located; the logical expansion of the town is westwards.3. Flooding Risk: There are flood zones A and B within the Confey area; the justification test states that no other suitable alternative lands are available for residential development that have a lower risk of flooding; the Collinstown lands were not considered in this regard – Collinstown has no flood risk and is suitable for highly vulnerable development such as housing.4. Regional Role of Leixlip: Leixlip (inc. Collinstown) is a Large Growth Town II in the RPG's; the retail hierarchy for the GDA lists it as a Level 2 Major Town Centre; the CDP designates it as a Primary Economic Growth Town; the allocation of lands at Collinstown for mixed uses, residential development and employment generating will enhance the attractiveness of Leixlip.



Sub. No.	Name	Summary of Issues Raised
		<p>Half of the Core Strategy New Residential land is zoned in Confey. Infrastructural constraints mean that the area cannot deliver residential development within the lifetime of the plan. Collinsotwn represents the optimum location to accommodate this growth in line with the strategic objectives of the LAP. It is necessary to designate lands at Collinstown for future mixed use development including residential, retail and employment generating uses.</p>
519	Leixlip Community Group	<p>The submission proposes many changes to the text of the plan. The key suggested material amendments are:</p> <ul style="list-style-type: none">• To delete KDA2.• To support the zoning of Collinstown for Business and Technology.• To identify lands for two new primary and one post primary school.• To include a discovery park at The Wonderful Barn with playground, skatepark and picnic area.• To re-instate Green Infrastructure objectives.• To provide a multi-storey car park in the town centre.• To require TIA's to be carried out and implemented prior to development.• To preserve St. Catherine's Park in its entirety.• To include objectives for the provision of a public swimming pool and a playground.• To include additional phasing requirements for each KDA (including Noise Action Studies, tree studies, etc.)• To alter Vision/Connectivity/Built Form/Landscape for each KDA, reinstate 15% open space requirement, etc.• To reduce KDA3 to 200 units.• To include new table showing residential densities and housing mix.• For more consultation on Masterplans. <p><u>Education:</u> Revised wording is suggested for Section 7.6.1, paragraph 2 and 3 <i>The Department of Education and Skills have no current proposals to extend existing schools or provide a new school in Leixlip. However as the existing schools in the town have limited capacity, if the revised populations target for Leixlip is realized, there will be a need to provide for additional school places.</i></p> <p><i>The LAP identifies the need for two new primary schools and one post primary school to cater for the planned population target for Leixlip over the lifetime of this LAP and thereafter. The Council will identify suitably located lands in Leixlip for the provision of these schools and have regard to the</i></p>



Sub. No.	Name	Summary of Issues Raised
		<p><i>Development Plans: Guidelines for Planning Authorities, Appendix F (DEHLG, 2007) and the Department of Education and Skills Technical Guidance Documents for primary schools. (519: C7)</i></p> <p><u>Heritage:</u> Amend BHO1.7 as follows: To support the implementation of the conservation plan for the restoration and management of the Wonderful Barn and associated lands in association with key stakeholders <i>and the community. Which would include a layer of public consultation to address any community conservation concerns regarding the proposed housing development.</i></p> <p>Amend BHO1.8: To promote The Wonderful Barn as an integrated tourism attraction including the restoration of the main features of the complex and its historical landscape: The re-arrangement of the existing access way <i>to merge with the historic entrance spatial sequence.</i> The integration of car parking facilities. <i>(Car park facilities to be provided without reducing remaining parkland or heritage site areas). The capacity of the car park should be at least double the minimum ratio requirement for the development KDA1.</i> The immediate consolidation and eventual restoration of the historic buildings. The reinstatement of the walled garden and rear courtyard; The insertion of complementary commercial uses to ensure a sustainable future for the project. <i>The creation and management of either a Discovery Park, or a large playground on the scale of St Catherines Park with an adjacent Skateboard park, in the Wonderful Barn Parkland for the residents of North Kildare.</i> <i>The provision and management of a picnic area adjacent to the Discovery Park and/or Playground in the Wonderful Barn Parkland for the residents of North Kildare. (519: C10)</i></p> <p><u>Green Infrastructure</u> Amend GIO1.1: To <i>protect and</i> integrate <i>existing and new</i> Green Infrastructure as an essential component of new developments and restrict development that would fragment the Green Infrastructure network.</p> <p>Amend GIOI.2 : To protect identified key Green Infrastructure and “Stepping Stone” habitats (according to their value) and enhance where possible. Site specific ecology surveys should be carried out where appropriate to inform proposed development and assess and mitigate potential impacts. The need for site specific ecological surveys will be determined on a case by case basis <i>required</i> as part of the planning consent process <i>to protect green infrastructure.</i></p> <p>Amend GIOI.7: To seek to preserve, protect and enhance trees (including woodlands) of special amenity, nature conservation or landscape value <i>at the</i></p>



Sub. No.	Name	Summary of Issues Raised
		<p><i>following locations and ensure they are actually managed to ensure their continued longevity:</i></p> <ul style="list-style-type: none"><i>St Catherine's Park</i><i>The Black Avenue</i><i>Leixlip Castle Demense</i><i>Newtown House, Captain's Hill</i><i>In grounds of Leixlip House, adjoining public open space at Rye River Estate</i><i>Both sides of the aqueduct embankment</i><i>Sileachainn Valley, between fire station and Glendale Meadows</i><i>East side of laneway to Leixlip Gate</i><i>Marshfield House, Mill Lane</i><i>Open space adjacent to Rye water at Rye River Estate</i><i>Along north bank of Canal, Collinstown</i><i>Between River Forest and Ryevale Lawns</i><i>Trees along Main Street</i><i>Ryevale House and adjoining public open space at Ryevale Lawns</i> <p>Amend GIO1.8: To seek to protect trees that have a particular local amenity or conservation value. <i>To prohibit development where it is likely that damage would be caused to trees protected by a Tree Protection Objective or to those which have a particular local amenity or nature conservation value. Development that requires the felling of mature trees of amenity value, conservation value or special interest notwithstanding the fact that they may not be listed in this plan, will be discouraged.</i></p> <p>Amend GIO1.9: To promote appropriate tree planting within public open spaces along transport networks and in the public realm: <i>suitable roadside tree species and median hedgerows along the R449;</i> <i>suitable street trees along Main Street;</i> <i>the use of herbaceous perennials and shrub planting in lieu of annual/bedding in planters</i></p> <p>(519: C11)</p> <p><u>Town Centre</u></p> <p>Amend MT04.2: <i>To provide a multi-storey car-park in the backland site at mill lane (old ESB site).</i></p> <p>Delet the action: Action : Undertake a parking study of the town centre to identify suitable opportunities for on-street and off-street parking.</p>



Sub. No.	Name	Summary of Issues Raised
		<p>Amend UCRO1.4: To improve the accessibility of the town centre with particular emphasis on creating an environment that is accessible to a mix of motorists, pedestrians and cyclists. <i>The LAP identifies the lack of car-parking and bicycle facilities in and around the town-centre to cater for the existing and future population of leixlip.</i></p> <p><u>Actions</u> To work with relevant agencies and stakeholders undertake a retail health check survey in the town centre and identify actions to support town centre regeneration <i>implement the recommendations to regenerate business activity in the town.</i></p> <p><u>MTO</u> Amend MTO3.8: To implement the recommendations of the Kildare Noise Action Plan 2013 – 2018, to seek to reduce, where necessary, the harmful effects of traffic noise, through appropriate mitigation measures to meet the best environmental options not entailing excessive cost (BATNEEC best available technology not entailing excess cost). <i>This to cover all areas in the LAP not limited to the following of;</i></p> <p><i>KDA1 in relation to M4</i> <i>KDA2 in relation to M4</i> <i>KDA3</i> <i>KDA4</i></p> <p>Amend MTO3.10: To ensure that all significant development proposals for KDAs and Masterplans are subject to Traffic Impact Assessment (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines, NRA 2014 <i>to assess the individual and cumulative impact of the planned development in the area on the strategic road network. This needs to be completed and the recommendations implemented in advance of the commencement of proposed developments.</i> The requirement for TIA will be determined on a case by case basis</p> <p><i>Amend MTO3.11: To work with key stakeholders as well as Fingal, South Dublin and Meath County Councils to examine the feasibility of new strategic road infrastructure linking the M4 and M3 and servicing the north of the town. No feasibility study to be carried out, by any of the aforementioned stakeholders, for a Road/Motorway incursion into the Parkland designated St Catherine’s Park as it is a policy of this Council to preserve that parkland in its entirety.</i></p> <p><i>MTO3.12: To consider the landscaping requirements of existing and new transport networks by the planting of native species, where appropriate and to minimise the removal of existing hedgerow and mature trees in the construction of these networks.</i></p> <p><u>Community Facilities</u> <i>Amend HC04.3: To identify suitable locations for the provision of a public swimming pool and the requisite zoning of these lands to either “community and educational” and/or “open space and amenity”.</i></p>



Sub. No.	Name	Summary of Issues Raised
		<p>Amend Table 7-3: Playgrounds: Leixlip Amenities Playground, St Catherine's Playground,</p> <p>Amend HCO4.1: To support and facilitate the provision of multi-functional community facilities to meet the needs of the <i>increased</i> population of the Leixlip LAP area. <i>This would include the provision of an additional large public playground in Leixlip. This LAP supports the identification of suitable lands and the re-zoning of those lands if necessary to provide a large playground for the Leixlip community.</i></p> <p><u>Tourism</u> Amend EDT03.9: To promote The Wonderful Barn as an integrated tourism attraction to include the complementary commercial uses (See Section 9 also). <i>In line with BH01.8 a Discovery Park should be created on the Wonderful Barn site, aligning with the existing Wildlife and Heritage assets. This would widen the appeal as regards tourism. Provision of picnic areas as part of the parkland will also improve the site for tourism.</i></p> <p><u>Implementation</u> Amend Section 13.2: Design proposals in the Key Development Areas will be subject to a schedule of phasing. The purpose of the phasing is to ensure that infrastructure, facilities and amenities are provided together with new residential development, <i>except in the case of Infrastructural improvements that are identified as being required to be in place prior to any development starting.</i> The phasing schedule is based on the premise that the number of dwelling units that may be permitted in each phase of development is dependent on the provision of a pre-determined amount of infrastructure, facilities and amenities to serve each phase. To ensure flexibility, the proposed phasing schedule is sequential (linked to output) rather than time specific. The key infrastructure to be phased in conjunction with housing input in Leixlip is roads infrastructure, water infrastructure, open space, recreational facilities and childcare provision. The phasing below is designed to ensure the delivery of priority infrastructure within each development in tandem with development. <i>In the case of road infrastructure, Traffic Impact Assessments will be completed prior to any development work and then post the infrastructural change before planning applications are granted.</i></p> <p>Amend Section 13.2.1: Deviations from the phasing condition may be considered in exceptional circumstances where a case is made to the Planning Authority <i>is satisfied that the listed infrastructure is at an advanced stage of delivery or other overarching factors have arisen</i> and any such deviations shall be subject to the prior written agreement of the Planning Authority.</p>



Sub. No.	Name	Summary of Issues Raised		
		KDA1 Amend Table Key Development Area 1: The Wonderful Barn for Section 13.2.1:		
		Key Development Area 1: The Wonderful Barn		
		Type of Infrastructure	Description	Phasing
		Road Upgrade	Complete vehicular junction at Celbridge Road including improved access to The Wonderful Barn.	To be completed prior to the commencement of development.
		<i>Noise Action Study</i>	<i>Complete study as per the Kildare Noise Action Plan 2013 – 2018, on the effect of motorway noise from M4 on KDA1. Physical alterations to site, changes to proposed location of residential units, sound barriers, to be completed based on study findings.</i>	<i>Study, planning changes and physical alterations to site to be completed prior to the commencement of development.</i>
		Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1 – 100 to be completed prior to the commencement of dwelling no. 101 in KDA1. Pro-rata provision for remainder to be completed prior to the completion of development on zoned lands in KDA1.
		<i>Car Parking</i>	<i>Additional Visitor Car parking (in excess of those required by KDA1) for the access to; Wonderful Barn Allotments Wonderful Barn Tourist Attraction Accessible from The Wonderful Barn Parkland area but not encroaching on unzoned land and not part of 15% open space allocation for development.</i>	<i>To be completed prior to the commencement of dwelling no. 101 in KDA1.</i>
		<i>Ecology Survey</i>	<i>Complete Site specific Ecology survey on Mature Tree lines and hedgerows bordering all sides of KDA1. Wildlife survey to be completed with regard to protected species e.g. Bats occupying the site.</i>	<i>To be completed prior to Planning permission approval.</i>
		<i>Development Details</i>	<i>Site Densities, Site Design, 2 storey in height residential units with medium to low density at a maximum of 30 units per hectare.</i>	<i>To be completed prior to Planning permission approval.</i>



Sub. No.	Name	Summary of Issues Raised		
			<p><i>Pattern of Development and Separation distances to be reviewed and agreed with respect to Heritage buildings and Adjacent existing Residential units.</i></p>	
		<p>KDA2 Amend Key Development Area 2: Celbridge Road (West) for Section 13.2.1:</p>		
		<p>Key Development Area 2: Celbridge Road (West)</p>		
		<p>Type of Infrastructure</p>	<p>Description</p>	<p>Phasing</p>
		<p>Road Upgrade</p>	<p>Complete vehicular junction at Celbridge Road.</p>	<p>To be completed prior to the commencement of development.</p>
		<p><i>Road Upgrade</i></p>	<p><i>Complete traffic calming measures before and after M4 fly over</i></p>	<p><i>To be completed prior to the commencement of development.</i></p>
		<p><i>Road Upgrade</i></p>	<p><i>Complete Pedestrian Crossing point at Celbridge Road beside development site.</i></p>	<p><i>To be completed prior to the commencement of development.</i></p>
		<p><i>Ecology Survey</i></p>	<p><i>Complete Site specific Ecology survey on Mature Tree line currently occupying the proposed Vehicular access point for KDA2. Also on Hedgerow adjacent to site that may be impacted to provide sightlines for traffic egress. Wildlife survey to be completed with regard to protected species e.g. Bats occupying the site.</i></p>	<p><i>To be completed prior to the commencement of development.</i></p>
		<p><i>Ecology Survey</i></p>	<p><i>Complete Site specific Ecology survey on Mature Tree line currently running parallel between KDA2 and existing residential estates (Leixlip Park/Wogansfield). Wildlife survey to be completed with regard to protected species e.g. Bats occupying the site.</i></p>	<p><i>To be completed prior to the commencement of development.</i></p>
		<p><i>Noise Action Study</i></p>	<p><i>Complete study as per the Kildare Noise Action Plan 2013 – 2018, on the effect of motorway noise from M4 on KDA2. Physical alterations to site, changes to proposed location of residential units, sound barriers, to be completed based on study findings.</i></p>	<p><i>Study, planning changes and physical alterations to site to be completed prior to the commencement of development.</i></p>
		<p>Childcare</p>	<p>Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.</p>	<p>Pro-rata provision for dwellings 1 – 100 to be completed prior to the</p>



Sub. No.	Name	Summary of Issues Raised		
				commencement of dwelling no. 101 in KDA2. Pro-rata provision for remainder to be completed prior to the completion of development on zoned lands in KDA2.
		<i>Development Details</i>	<i>Site Densities, Site Design, 2 storey in height residential units with medium to low density at a maximum of 30 units per hectare. Pattern of Development and Separation distances to be reviewed and agreed with respect to Heritage buildings and Adjacent existing Residential units.</i>	<i>To be completed prior to Planning permission approval.</i>
		KDA3		
		Key Development Area 3: Easton (off Green Lane)		
		Type of Infrastructure	Description	Phasing
		Road Upgrade	Complete vehicular junction at Green Lane.	To be completed prior to the commencement of development.
		<i>Road Upgrade</i>	<i>Complete traffic management measures such as the provision of central medians to ensure the continuous flow of traffic coming off the roundabout.</i>	<i>To be completed prior to the commencement of development.</i>
		<i>Road Upgrade</i>	<i>Complete Pedestrian Crossing point a appropriate location on green lane.</i>	<i>To be completed prior to the commencement of development.</i>
		<i>Pedestrian/cyclist links</i>	<i>Complete pedestrian / cycle access onto the R449</i>	<i>Prior to completion of 100 dwellings</i>
		<i>Ecology Survey</i>	<i>Complete Site specific Ecology survey on existing green infrastructure to include all natural boundary hedges. Wildlife survey to be completed with regard to protected species e.g. Bats occupying the site.</i>	<i>To be completed prior to the commencement of development.</i>
		Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1 – 100 to be completed prior to the commencement of dwelling no. 101 in KDA3. Pro-rata provision for remainder to



Sub. No.	Name	Summary of Issues Raised		
				be completed prior to the completion of development on zoned lands in KDA3.
		<i>Development Details</i>	<i>Site Densities, Site Design, 2 storey in height residential units with low density at a maximum of 30 units per hectare. Pattern of Development and Separation distances to be reviewed and agreed with respect to Adjacent existing Residential units (Glen Easton).</i>	<i>To be completed prior to Planning permission approval.</i>
		KDA4		
		Key Development Area 4: Leixlip Gate (Kilmacredock)		
		Type of Infrastructure	Description	Phasing
		Road Upgrade	Upgrade junction on to Green Lane.	To be completed prior to the commencement of development.
		<i>Road Upgrade</i>	<i>Complete traffic management measures such as the provision of central medians to ensure the continuous flow of traffic coming off the roundabout .</i>	<i>To be completed prior to the commencement of development.</i>
		<i>Road Upgrade</i>	<i>Complete Pedestrian Crossing point at appropriate location on Green Lane.</i>	<i>To be completed prior to the commencement of development.</i>
		<i>Pedestrian/cyclist links</i>	<i>Complete pedestrian / cycle access onto the R449</i>	<i>Prior to completion of 100 dwellings</i>
		Road Upgrade <i>Ecology Survey</i>	Improvements to Leixlip Gate <i>Complete Site specific Ecology survey on existing green infrastructure to include all natural boundary hedgeros. Wildlife survey to be completed with regard to protected species e.g. Bats occupying the site.</i>	To be completed prior to the commencement of development <i>To be completed prior to the commencement of development.</i>
		Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1 – 100 to be completed prior to the commencement of dwelling no. 101 in KDA3. Pro-rata provision for remainder to be completed prior to the completion of



Sub. No.	Name	Summary of Issues Raised		
		<i>Development Details</i>	<i>Site Densities, Site Design, 2 storey in height residential units with low density at a maximum of 30 units per hectare. Pattern of Development and Separation distances to be reviewed and agreed with respect to Adjacent existing Residential units (Glen Easton).</i>	development on zoned lands in KDA3. <i>To be completed prior to Planning permission approval.</i>
		<i>Noise Action Study</i>	<i>Complete study as per the Kildare Noise Action Plan 2013 – 2018, on the effect of motorway noise from M4 on KDA1. Physical alterations to site, changes to proposed location of residential units, sound barriers, to be completed based on study findings.</i>	<i>Study, planning changes and physical alterations to site to be completed prior to the commencement of development</i>
		<p><u>Key Development Areas</u></p> <p>Amend Figure 12-1 KDA 1: The Wonderful Barn Built from: Create a legible development with a sense of place which understands the cultural heritage of the surrounding area and has regard to the residential amenity of the existing dwellings to the north, west and east of the development area. Provide for buildings of 2 storeys in height (limited to an overall height of approximately 8m). This site will accommodate medium to low density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high and is determined that it would not impact unduly on the setting of the Wonderful Barn, a maximum density of 35 units per hectare may be achievable. <i>Apartments and flat roof houses would not be appropriate in this area.</i> Respect a zone of protection around The Wonderful Barn. Public open space should reflect existing spaces in adjoining developments, enhancing the visual amenity, with the possibility of merging in the future, <i>subject to public consultation. Building layout must have regard to the need to protect any views within the site- namely , those from Castletown House, from inside the Celbridge Road entrance and from within the existing residential developments.</i></p> <p>Landscape and Spaces: Building layouts will have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. <i>Provide for minimum 15% quality open space within the residential lands.</i> Retain natural heritage and <i>existing</i> green infrastructure features through incorporation into areas of open space and boundaries of residential development.</p> <p><u>Amend Figure 12-2 KDA 2: Celbridge Road (East)</u> Landscape and Spaces: Building layouts will have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. <i>Provide for minimum 15% quality open space within the residential lands.</i> Retain natural heritage and</p>		



Sub. No.	Name	Summary of Issues Raised
		<p><i>existing</i> green infrastructure features through incorporation into areas of open space and boundaries of residential development.</p> <p>Revised wording for Section 12.1.2 Paragraph 1: KDA 2 should be deleted from the Plan.</p> <p>New Residential, Open Space & Amenity This development area is located to the south of Leixlip town, north of the M4 motorway and is part of Leixlip Castle demesne. The lands are bound by Leixlip Park and WogansField to the north and by the rear of properties fronting onto Pound Street to the east. This key development area is physically and visually separated from Leixlip Castle by a woodland belt. KDA 2 is approximately 12.8 ha.</p> <p><u>Amend Figure 12-3 KDA 3: Easton (off Green Lane)</u></p> <p>Vision: The extension of the urban area of Leixlip through new residential development and open space and amenity, with high quality permeable urban form and creating a built edge to the R449.</p> <p>Built Form: This site will accommodate medium to low density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable. Layout to have regard to the overhead transmission cables traversing the area and the clearance distances recommended by the ESB (ref. Section 17.11.2 of the Kildare County Development Plan 2017-2023). Have regard to residential amenity of existing dwellings to the east – buildings to be restricted to 2 storey in height along this perimeter. High quality development form at the roundabout junction of the R449 and Green Lane should announce the town, restricted to 3 storeys in height. Buildings 3-4 storeys may be provided at the roundabout junction of the R449 and Green Lane along the perimeter with R449. Provide passive surveillance of roads and open spaces. Buildings should maintain an appropriate set back from the roundabout at the R449 and Green Lane. As part of its design, the setback should incorporate the protection and enhancement of existing and new green infrastructure where appropriate, to introduce the town.</p> <p>Landscape and Spaces: Provide for minimum 15% quality open space within the residential lands. Retain natural heritage and <i>existing</i> green infrastructure features through incorporation into areas of open space and boundaries of residential development. Incorporate natural heritage and green infrastructure features in addressing flood risk and preparation of SuDs Strategy.</p> <p>Revised wording for Table 4-1 page 10, KDA3 Estimated residential capacity (approx no of units) 360-420 200</p> <p><u>Amend Figure 12-4 KDA 4: Leixlip Gate (Kilmacredock)</u></p> <p>Vision: The consolidation of the urban area of Leixlip through new residential development and open space and amenity, with a high quality permeable urban form and creating a built edge along the R449.</p> <p>Connectivity/Movement: Access to the site will be via an improved Leixlip Gate and access point onto Green Lane. Achieve vehicular, pedestrian and cyclist permeability throughout the development area with pedestrian and cyclist access to the R449 and Green Lane</p>



Sub. No.	Name	Summary of Issues Raised												
		<p>Landscape and Spaces: Provide for minimum 15% quality open space within the residential lands. Retain natural heritage and <i>existing</i> green infrastructure features through incorporation into areas of open space and boundaries of residential development. Incorporate natural heritage and green infrastructure features in addressing flood risk and preparation of SuDs Strategy. Use landscaping to create buffer Ensure existing and new green infrastructure is retained and provided to create a set back for screening and privacy purposes from the R449 and M4.</p> <p>Built Form: This site will accommodate medium to low density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable. Layout to have regard to the residential amenity of existing dwellings, buildings to be restricted to 2 storey in height along perimeter with existing dwellings. High quality development form at the roundabout junction of the R449 and Green Lane should announce the town, restricted to 3 storeys in height. Buildings 3-4 storeys may be provided at the roundabout junction of the R449 and Green Lane along the perimeter with R449. Provide passive surveillance of roads and open spaces. The entrance gate is a Protected Structure (Ref. B11-59) and leads to a tree lined avenue, formerly part of Castletown Demense. Proposals should seek to minimize impact on the Protected Structure and avenue. Buildings should maintain an appropriate set back from the roundabout at the R449 and Green Lane. As part of its design, the setback should incorporate the protection and enhancement of existing and new green infrastructure where appropriate, to introduce the town.</p> <p><i>Residential Densities and Housing Mix</i> Insert new Table 4.2 ‘Residential Densities and Housing Mix’ to give specific detail on the mix of housing types, densities, sizes in each KDA, similar to 2002 LAP. <i>The indicative densities for various types of residential development are identified in the following table:</i></p> <table border="1" data-bbox="465 963 1326 1353"> <thead> <tr> <th colspan="2" data-bbox="472 968 1319 1007"><i>Maximum residential density per acre</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="472 1034 981 1066"><i>2 storey buildings of apartments</i></td> <td data-bbox="981 1034 1319 1066"><i>? dwelling units</i></td> </tr> <tr> <td data-bbox="472 1098 981 1129"><i>3 storey buildings of apartments/duplexes</i></td> <td data-bbox="981 1098 1319 1129"><i>? dwelling units</i></td> </tr> <tr> <td data-bbox="472 1161 981 1193"><i>Terraced housing and maisonettes</i></td> <td data-bbox="981 1161 1319 1193"><i>? dwelling units</i></td> </tr> <tr> <td data-bbox="472 1225 981 1257"><i>Semi-detached housing</i></td> <td data-bbox="981 1225 1319 1257"><i>? dwelling units</i></td> </tr> <tr> <td data-bbox="472 1289 981 1321"><i>Detached housing</i></td> <td data-bbox="981 1289 1319 1321"><i>? dwelling units</i></td> </tr> </tbody> </table>	<i>Maximum residential density per acre</i>		<i>2 storey buildings of apartments</i>	<i>? dwelling units</i>	<i>3 storey buildings of apartments/duplexes</i>	<i>? dwelling units</i>	<i>Terraced housing and maisonettes</i>	<i>? dwelling units</i>	<i>Semi-detached housing</i>	<i>? dwelling units</i>	<i>Detached housing</i>	<i>? dwelling units</i>
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<i>Detached housing</i>	<i>? dwelling units</i>													



Sub. No.	Name	Summary of Issues Raised
		<p><u>9. Waste Water</u> Amend 9.1.2 Wastewater Leixlip forms part of the Lower Liffey Valley Regional Sewerage Scheme (LLVRSS) which also serves Celbridge, Maynooth, Kilcock and Straffan. The Leixlip Waste Water Treatment Plant is currently being upgraded to cater for an expanding population within the Lower Liffey Valley catchment and and for locally- based commercial activities (including Intel). Upon completion, the capacity of Leixlip Waste Water Treatment Plant will be 150,000 population equivalent. Irish Water indicates that this will provide capacity to cater for the needs of the Lower Liffey Valley catchment in the short to medium term. <i>However the current upgrade will not provide sufficient capacity for the planned population growth in the Lower Liffey Valley Catchment area (to include Celbridge, Maynooth, Kilcock, Straffan and Leixlip) into the longer term. Therefore this LAP identifies the need to provide a solution for the provision of adequate water services into the longer term to service the planned developments. The zoning and development of lands must be phased in line with the capacity of supporting infrastructure such as wastewater.</i></p> <p><u>Masterplans</u> Amend 12.2 The masterplan shall be prepared for the entire site areas identified on the Land Use Zoning Map. <i>The masterplan shall be fully agreed with Kildare County Council subject to public consultation and in consultation with the Elected Members of the Leixlip/Celbridge Municipal District prior to the granting of any planning permission on these lands. The masterplan must accord with the site specific objectives identified by this LAP as well as relevant site development standards set out in the Kildare Development Plan.</i></p> <p><u>Collinstown</u> The lands to the West of the R449 to continue to remain zoned as “Business & Technology”.</p> <p><u>Confey</u> <i>Replace Section 13.2.2 with: Undertake a Masterplan to scope out the appropriateness of the site to take large-scale housing developments prior to any re-zoning of lands. Masterplan to be a phased development strategy and to include comprehensive details on planned infrastructural changes and improvements along with a funding source and timeline for these changes. Infrastructural improvements to include but not be limited to Roads, Bridges, Community Facilities, Retail Facilities, Educational Facilities, Drinking and Waste water management. Prior to adoption, the Masterplan and the rezoning proposals to undergo Public Consultation Process.</i></p> <p>Delete Section 13.2.2 Masterplans because the masterplan for Confey should be subject to public consultation rather than being integrated into the LAP by way of a statutory amendment.</p>



Sub. No.	Name	Summary of Issues Raised
520	Geraldine O' Sullivan	<ul style="list-style-type: none">- This submission is opposed to a road going through St. Catherine's Park for the following reasons: the park should remain as it is and not be divided; wildlife should be protected and access to the playground for children; bridges would be required over the Royal Canal, the railway line and Confey Road causing air, light and noise pollution from traffic which will affect health; residents fought for the park over 20 years ago; new houses in Confey would create additional traffic.- Collinstown is a better location for housing with no threat to the Park; it could be development around a bus corridor and railway station it can facilitate higher density; its adjacent to existing employment areas; it reduces the need to commute by car; road links would cost less; delivery would be quicker and cheaper.- There are inadequate parking facilities in the town to cater for existing traffic.
521	Martin O' Sullivan	<ul style="list-style-type: none">- This submission is opposed to a road going through St. Catherine's Park for the following reasons: the park should remain as it is and not be divided; wildlife should be protected and access to the playground for children; bridges would be required over the Royal Canal, the railway line and Confey Road causing air, light and noise pollution from traffic which will affect health; residents fought for the park over 20 years ago; new houses in Confey would create additional traffic.- Collinstown is a better location for housing with no threat to the Park; it could be development around a bus corridor and railway station it can facilitate higher density; its adjacent to existing employment areas; it reduces the need to commute by car; road links would cost less; delivery would be quicker and cheaper.- There are inadequate parking facilities in the town to cater for existing traffic.
522	Peter Flaherty	St. Catherine's Park should remain in tact, free from any development. A road through the park would destroy amenity for the people. Objective CSO1.3 should be removed from the plan, and any statement, actions or objectives amended accordingly.
523	Orla Hanahoe	There has been no consultation with the residents of Castletown Estate in relation to KDA1. This estate backs onto KDA1 and presently has unobstructed views of The Wonderful Barn. There is no defined boundary between the two sites. Three-storey development would block light and compromise privacy. A properly defined boundary wall needs to be built with consultation.
524-547	24 submission See Table 2.1 in Part 1 of this report for Names	<p>This submission seeks an Agricultural zoning for 12.8 hectares of land at KDA 2 for the following reasons:</p> <p>Leixlip Castle and Demesne are listed for protection in the County Development Plan and should be retained and developed as a park. Zoning for residential uses now is an undesirable precedent and could lead to further zoning within the demesne in the future;</p> <p>The traffic generated by KDA 1 and KDA 2 in addition to the existing schools, petrol station, church, Parish Centre, shops etc. will cause greater congestion on the Celbridge Road; more traffic will create more hazards which puts the safety of the community at risk;</p> <p>The proposed linkages from KDA 1 through Leixlip Park and Wogan's Field to the Celbridge Road have been removed. Are these now off the agenda?</p>



Sub. No.	Name	Summary of Issues Raised
		How will safe permeability in accordance with DMURS be provided? Any buildings over 2 storeys should only be considered to the motorway end and not overlook existing homes. Any development within the Castle Demesne should be low level and low density to protect cultural heritage of surrounding area.
548-893	346 individuals See Table 2.1 in Part 1	This submission supports the proposed amendments put forward by Leixlip Community Group to the Draft LAP.
894-1654	761 individuals See Table 2.1 in Part 1	<ul style="list-style-type: none">- Objective CSO1.3 (Confey Masterplan) and any related statements, actions & objectives should be removed from the Leixlip LAP.- A new policy regarding Green Infrastructure should be added as follows: <i>GIO1.10 "It is the policy of Kildare County Council to preserve intact St. Catherine's Park, to develop its amenities and protect it in its entirety from construction unrelated to recreational activity"</i>. Development that would promote building a road through any part of St. Catherine's Park, or development that would rely on a road from the M3 to the M4 through St. Catherine's Park, is unwanted.
1655-1912	258 individuals See Table 2.1 in Part 1	This submission objects to a road through St. Catherine's Park, to the park being divided at any point, to bridges over the Confey Road/Royal Canal/Railway line/River Liffey/Liffey Valley, to extra air and noise pollution inside and outside the park, to the Confey Masterplan and to any development that would require a road through St. Catherine's Park.