

Chief Executive's Report

On submissions received to

Proposed Material Alterations Draft Leixlip Local Area Plan 2017-2023



Planning Department
Kildare County Council
12th October 2017

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- 1. SUBMISSION FROM DEPARTMENT OF HOUSING, PLANNING, COMMUNITY AND LOCAL GOVERNMENT**
- 2. SUBMISSION FROM NATIONAL TRANSPORT AUTHORITY**

1 INTRODUCTION

This Chief Executive's report has been prepared having regard to the submissions and observations received from the public and prescribed bodies following the publication of the Proposed Material Alterations to the Draft Leixlip Local Area Plan 2017-2023 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 Proposed Material Alterations and submit the report to the Elected Members of Kildare County Council for their consideration. The report will make recommendations in relation to the Proposed Material Alterations, 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. Members shall consider the proposed Material Alterations and the Chief Executive's Report and shall, no later than a period of 6 weeks after the Chief Executive's Report has been furnished, make or amend the Local Area Plan as appropriate.

1.2 PUBLIC CONSULTATION

Notice of Proposed Material Alterations to the Draft Leixlip Local Area Plan 2017-2023 was given on the 18th August 2017 in the Liffey Champion newspaper.

The [Proposed Material Alterations](#) were put on display and available for inspection from Friday 18th August 2017 to Friday the 15th September 2017 at the following locations.

- Leixlip Library, Captain's Hill, Leixlip; and
- Planning Section, Kildare County Council Offices, Áras Chill Dara, Devoy Park, Naas, Co. Kildare.

The Material Alterations were also available on the Kildare County Council Website <http://www.kildare.ie/CountyCouncil/Planning/DevelopmentPlans/LocalAreaPlans/DraftLeixlipLocalAreaPlan2017-2023/>

The following documents were placed on public display alongside the Proposed Material Alterations:

- 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;
- Appropriate Assessment Screening Report - pursuant to the EU Habitats Directive (92/43/EEC); and
- An addendum to the Strategic Flood Risk Assessment – pursuant to Section 28 of the Planning and Development Act 2000 (as amended).

The Proposed Material Alterations and environmental reports were also sent to prescribed bodies, including government departments and statutory agencies, as required by the Planning and Development Act 2000 (as amended).

1.2.1 Submissions Received

In total 25 no. submissions were received during the public consultation period, including 8 no. from government departments and agencies.

1.3 NEXT STEPS

Within six (6) weeks of receiving the Chief Executive's Report, the Members of the Council must consider the proposed Material Alterations and the Chief Executive's Report and shall, no later than a period of 6 weeks after the Chief Executive's Report has been furnished, make or amend the Local Area Plan as appropriate.

A further modification to the Material Alteration may only be made where it is minor in nature and therefore not likely to have significant effects on the environment or adversely affect the integrity of a European site. A further modification to the Material Alteration may not be made where it refers to an increase in the area of land zoned for any purpose, or an addition to or deletion from the record of protected structures.

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' (2004) prepared under the Local Government Act 2001, carry out their duties in a transparent manner, must follow due process and must make their decisions based on relevant considerations.

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

- Considering the proper planning and sustainable development of the area to which the Local Area 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

25 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 Proposed Alterations to 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 **Appendix A** of this report. The submissions by the Department of Housing, Planning and Local Government and the National Transport Authority are included in **Appendix B**.

Table 2.1– List of Persons / Bodies Who Made Submissions

No.	Name
1.	Department of Housing, Planning,
2.	National Transport Authority (NTA)
3.	Transport Infrastructure
4.	Department of Education and
5.	EPA
6.	Irish Water
7.	Meath County Council
8.	Northern and Western Regional
9.	Adrian Cronin
10.	Ballymore Ireland
11.	Leixlip and Newbridge SPV Ltd
12.	Leixlip Community Group
13.	Leixlip GAA Club
14.	M Finndevine
15.	Mairead Beades
16.	Michael Rooney
17.	Nora Morrison
18.	Peter Sweetman and Wind Ireland

No.	Name
19.	Andrew Lloyd
20.	Tony Carpenter
21.	Angela Carpenter
22.	Thomas Reid
23.	Sonia Tarpey
25	Brid McCarthy

3 SUMMARY OF SUBMISSIONS FROM PRESCRIBED BODIES

The following is a summary of the issues raised in the submissions received from the Prescribed Bodies on the proposed Material Alterations (Submissions 1-8). The Chief Executive's response and recommendations is set out in Section 4 of this report.

3.1 DEPARTMENT OF HOUSING, PLANNING, COMMUNITY AND LOCAL GOVERNMENT (SUBMISSION NO. 1)

The Department of Housing Planning, Community and Local Government makes a number of observations on the Proposed Material Alterations particularly in relation to non-compliance with the core strategy of the Kildare County Development Plan and breaches of the Planning and Development Act 2000 (as amended). A copy of the full submission by the Department is included as **Appendix B**.

Material Alterations No. 1 and No. 2

The Department advises that the removal of residential zonings for lands at Celbridge Road East (Material Alteration No. 1) and for lands at Confey (Material Alteration No. 2) would result in a reduction of the zoned residential lands and an insufficient supply of new homes for Leixlip contrary to the core strategy of the Kildare Development Plan and is therefore in breach of s.19(2) of the Planning and Development Act 2000, as amended i.e., that a LAP must be consistent with the core strategy of the relevant County Development Plan.

'A local area plan shall be consistent with the objectives of the development plan, its core strategy, and any regional planning guidelines that apply to the area of the plan.'

The Department notes that both of the areas of land are appropriately located adjoining the town core (KDA2 - Celbridge Road East) and public transport (Confey) in accordance with the sequential zoning approach to new development lands in the Development Plans Guidelines 2007 and would provide for the coherent spatial growth of town.

The Department requests the Council to omit proposed Material Alterations No. 1 and No. 2. Where the authority does not implement the request, the Department advises that the Minister would be likely to consider the use of his powers to direct the planning authority accordingly under section 31 of the Act (emphasis added).

Material Alteration No. 20

The Department proposes that the wording of Material Alteration No. 20 should be revised to clarify the requirement for a Traffic Impact Assessment as part of the feasibility exercise as follows:

'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 include ~~be subject to~~ a Traffic Impact Assessment.'

Material Alteration No.31

The Department also recommends Proposed Material Alteration No.31 -Objective (B) (i.e., *“To protect the amenity of St Catherine’s Park. No road proposal shall be considered by this Council through the park within this Council’s ownership or jurisdiction”*) be deleted as it is considered to be premature pending the preparation of a masterplan for Confey.

3.2 NATIONAL TRANSPORT AUTHORITY (NTA) (SUBMISSION NO. 2)

The NTA makes a number of observations on the Proposed Material Alterations. A copy of the full submission by the Department is included as **Appendix B**.

Material Alterations No. 1 and No. 2

The NTA is concerned that these Material Alterations represent a missed opportunity to align the core principles of integrated land use and transport planning (i.e. to consolidate development in locations in close proximity to the town centre where public transport could be met by sustainable means) as set out in Section 7.1 of the Transport Strategy for the Greater Dublin Area 2016-2035.

It recommends that lands at KDA2 (Celbridge Road East) and lands at Confey maintain ‘New Residential’ zoning.

Material Alteration No.17

The NTA supports the inclusion of the Action under Objective MT1 *‘to identify and provide suitable sites for bike racks’*.

Material Alteration No. 18

The NTA supports the broad thrust of Objective MTO2.5 but suggests the inclusion of a specific reference to providing for bus priority in the town centre and improved facilities (including turn around facilities) for buses proximate to Confey station.

It also requests clarification with regard to Park and Ride objectives including location and purpose (i.e. strategic or local). It advises that any park and ride facilities should be provided in line with the principles set out in Section 5.10 of the NTA’s Transport strategy.

The NTA recommends amending the wording of Objective MTO2.5 as follows – *‘to engage with the NTA, Dublin Bus, Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Leixlip including the provision of a bus link between Leixlip and Celbridge, the provision of bus priority measures to ensure the free running of bus services through the town centre and the provision of bus turn facilities proximate to Confey Station’*.

The NTA proposes the inclusion of a new Objective as follows – *‘To consider the potential for local park and ride facilities in line with the principles set out in Section 5.10 of the Transport Strategy for the Greater Dublin Area 2016-2035’*.

Material Alteration No. 19

The NTA recommends amending Objective MTO2.6 to reflect NTA’s role in the provision of a long-term strategic planning framework for the integrated development of transport infrastructure and services which includes the provision of any new train stations. The wording the NTA recommends is

as follows – ‘to liaise with **the National Transport Authority and Irish Rail** to consider the provision of a new railway station at Collinstown’.

Material Alteration No. 20

NTA confirms its willingness to work with the local authority with regard to any feasibility study of a new Link Road from the Celbridge Road to south of the M4 Leixlip/Celbridge Interchange. NTA states that any such feasibility study should clearly demonstrate that proposals comply with the Transport Strategy for the GDA and the DoELCG guidelines on ‘Spatial Planning and National Roads – Guidelines for Planning Authorities’.

Material Alteration No. 31 (b)

The NTA recommends that proposed Material Alteration 31(b) which omits a potential option to enhance orbital movements would rule out the proper consideration of alternatives should be omitted to read ‘to protect the amenity of St. Catherine’s Park. ~~No Road proposal shall be considered by the Council though the park within this Council’s ownership or jurisdiction~~’

Material Alteration No. 38

The NTA notes that this proposed Material Alteration changes the land use zoning matrix to include ‘Offices’ as permissible under the ‘Industrial and Warehouse’ zoning. The NTA states that lands zoned for office use must demonstrate that trips generated can be facilitated by sustainable modes of transport and recommends that Material Alteration 38 acknowledge that permitting office uses on industrial and warehouse lands to the south of Leixlip should be subject to the provision of public transport.

3.3 TRANSPORT INFRASTRUCTURE IRELAND (TII) (SUBMISSION NO.3)

The TII acknowledge and welcomes the alterations that have been incorporated into the Draft LAP arising from the Council’s consideration of its initial submission.

Proposed Material Alteration No. 2:

The TII welcomes the proposed Material Alteration to Objective CSO1.3 relating to lands at Confey and that the lands will be subject to a Masterplan that will be integrated into the LAP by way of statutory amendment. The TII notes it would welcome consultation on the proposed Masterplan when prepared and recommends that an evidence based strategic transport assessment is undertaken to support development proposals and phasing.

The TII is of the opinion that the Collinstown Masterplan should similarly be integrated into the LAP by way of statutory amendment, in the interests of consistency.

Proposed Material Alteration No. 20:

The TII notes the proposed Material Alteration to investigate the feasibility of a new link road from Celbridge Road (R404) to the south of the M4 connecting to the M4 Leixlip / Celbridge interchange.

TII recommends the proposal, if progressed, is done so in accordance with the requirements of official policy as set out in the DoECLG Spatial Planning and National Roads Guidelines, and

specifically the provisions of section 2.7 of the Guidelines which relate to proposals for additional connectivity to national road junctions.

The TII also advise that such proposals should be developed to complement the strategic function of the national road network and should not undermine or compromise this function.

Proposed Material Alteration No. 36:

The TII acknowledges and welcomes reference to the requirements of the DoECLG Spatial Planning and National Roads Guidelines in the preparation of the Collinstown Masterplan but reiterates its opinion that the Collinstown Masterplan should be integrated into the LAP by way of statutory amendment, similar to the proposal for Confey. It also reiterates that development proposals should be based on an evidenced based strategic transport assessment.

Safeguarding the strategic function of the national road network

While the TII acknowledges that section 8.3 of the Draft LAP acknowledges the importance of accessibility to the strategic road network for major industrial / employment generating facilities in Leixlip, it notes that neither the draft LAP nor Material Amendments include reference to the critical need to safeguard the strategic function of the national road network in the area. TII requests that such a reference be included.

3.4 DEPARTMENT OF EDUCATION AND SKILLS (SUBMISSION NO. 4)

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 calculates that based on the estimated new housing figures, the potential education requirements arising from the projected increase in population of 8,640 during the lifetime of the LAP, is as follows:

- Potential Primary Classroom Requirement - 38no.
- Potential Post Primary Places - 734no.

If this was realised, sufficient lands should be reserved to accommodate 1 x 24 classroom and 1 x 16 classroom primary schools (2 x 4 acre sites) and 1 x post-primary school (1 x 12 acre site).

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. The submission reiterates the points the Department made on the Draft Plan.

3.5 ENVIRONMENTAL PROTECTION AGENCY (EPA) (SUBMISSION NO.5)

The Environmental Protection Agency (EPA) has no comments to make on the Material Alterations. The Agency advises that Kildare County Council should determine whether the implementation of the proposed Material Amendments would be likely to have significant effects on the environment taking account of the SEA Regulations Schedule 2A Criteria (SI No. 426 of 2004).

3.6 IRISH WATER (SUBMISSION NO. 6)

The submission from Irish Water (IW) advises that it will only be in a position to confirm water and wastewater availability for site specific new development through Irish Water's pre-connection enquiry process. The submission makes reference to its January 2017 submission on the Draft Plan for current information relating to Water and Waste Water services.

3.7 MEATH COUNTY COUNCIL (SUBMISSION NO. 7)

Meath County Council has no comments in relation to the proposed Material Alterations.

3.8 NORTHERN & WESTERN REGIONAL ASSEMBLY (SUBMISSION NO. 8)

The Northern and Western Regional Assembly has no comments in relation to the proposed Material Alterations.

4 SUMMARY OF ALL SUBMISSIONS AND CHIEF EXECUTIVE'S RESPONSE

The following is a summary of all issues raised in submissions and observations 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, and with reference to the relevant Proposed Material Alterations reference.

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.

The Chief Executive's responses and recommendations to issues raised in submission and observations are set out below. Recommended alterations to the Proposed Material Alterations are shown as follows: recommended deletions ~~in strikethrough blue~~ and recommended new text is shown *in italics red*.

4.1 CHAPTER 1 – CHAPTER 3

There were no proposed Material Alterations to Chapter 1 (Introduction), 2 (Leixlip in Context) or 3 Draft Leixlip Local Area Plan 2017- 2023.

4.2 CORE STRATEGY (CHAPTER 4)

Proposed Material Alteration No.'s 1 and 2

Main Issues Raised

The **Department of Housing, Planning, Community and Local Government** advises that the removal of residential zonings for lands at Celbridge Road East (Material Alterations No 1) and for lands at Confey (Material Alteration No. 2) would result in a reduction of the zoned residential lands and an insufficient supply of new homes for Leixlip contrary to core strategy of the Kildare Development Plan and is therefore in breach of s.19(2) of the Planning and Development Act 2000, as amended i.e., that a LAP must be consistent with the core strategy of the relevant County Development Plan.

The Department notes that both of the areas of lands involved are appropriately located adjoining the town core (i.e, KDA2 -Celbridge Road East) and public transport (i.e., Confey) in accordance with the sequential zoning approach to new development lands in the Development Plans Guidelines 2007 and would provide for the coherent spatial growth of town.

The Department requests the Council to omit proposed Material Alterations No. 1 and No. 2. Where the authority does not implement the request, the Department advises that the Minister would be likely to consider the use of his powers to direct the planning authority accordingly under section 31 of the Act [our emphasis].

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

The submission from the **NTA** is concerned that these Material Alterations represent a missed opportunity to align the core principles of integrated land use and transport planning (i.e. to consolidate development in locations in close proximity to the town centre where public transport could be met by sustainable means) as set out in Section 7.1 of the Transport Strategy for the Greater Dublin Area 2016-2035. It recommends that lands at KDA2 (Celbridge Road East) and lands at Confey maintain 'New Residential' zoning.

Other submissions also raise concerns that the removal of the New Residential zoning from the Confey lands materially contravenes the Core Strategy of the *Kildare County Council Development Plan 2017 – 2023*. These submissions highlight that the lands cannot be considered as having the capacity to deliver housing units if they are not zoned appropriately and therefore there are insufficient lands zoned for residential development. One of the submissions highlights the deficit as being 55.3 ha in relation to the CDP target of 94.6ha. The same submission considers that if 3,315 dwellings are required for a period of six years (2017 – 2023), 4,972.5 would be required for a period of nine years (552.5 dwellings per year) to account for best practice (as per the Development Plan Guidelines) *"to ensure continuity of supply zoned residential land, planning authorities should ensure that at the time they make a development plan, enough land will be available to meet the residential needs for the next nine years"*. One of the submissions also advises if the Council decides not to zone KDA2 lands for residential development, that additional lands can be zoned in Confey to compensate.

Other submissions support Proposed Material Alterations 1 and 2 (in relation to Material Alteration 2 the reasons stated include local services are at capacity (including local amenities, train service and roads)).

The **TII** welcomes the proposed Material Alteration to Objective CSO1.3 relating to lands at Confey and that the lands will be subject to a Masterplan that will be integrated into the LAP by way of statutory amendment. The TII notes it would welcome consultation on the proposed Masterplan when prepared and recommends that an evidence based strategic transport assessment is undertaken to support development proposals and phasing.

Chief Executive's Response:

Material Alterations No. 1 and No. 2

It is noted that the removal of Material Alteration No 1 and Material Alteration No. 2 is supported by the Department of Housing, Planning, Community and Local Government and the NTA. The key issues are:

- The removal of residential zonings for lands at Celbridge Road East (Material Alteration No 1) and for lands at Confey (Material Alteration No. 2) would result in a reduction of the zoned residential lands and an insufficient supply of new homes for Leixlip contrary to the core strategy of the Kildare Development Plan and would be in breach of s.19(2) of the Planning and Development Act 2000.
- The removal of the residential zonings is a missed opportunity to align the core principles of integrated land use and transport planning (i.e. to consolidate development in locations in close proximity to the town centre where public transport could be met by sustainable means).

Of particular importance, is the Department cautioning that if the authority does not implement the requested change, the Minister would be likely to consider the use of his powers to direct the planning authority accordingly under section 31 of the Planning Act.

Proposed Material Alteration No. 1 – Celbridge Road East

KDA2 (Celbridge Road East) is one of a number of KDAs outlined in the Draft Plan area where new housing was proposed. Sequentially, KDA2 is located in close proximity to the town centre and is considered appropriate for residential zoning having regard to the guidance given in the Development Plan Guidelines (2007) and the Sustainable Urban Residential Development Guidelines (2009). It also consolidates the urban centre and supports existing business and facilities.

In respect of concerns regarding the potential impact on the setting of Leixlip Castle it is noted that the KDA is physically and visually separated from Leixlip Castle by a woodland belt. Furthermore, the design brief in Section 13 of the Draft LAP requires a high quality of design and layout which is required to minimise potential impacts on Leixlip Castle.

In relation to concerns regarding impact of traffic on the Celbridge Road it is recommended under Proposed Material Alterations No. 23 and No. 33 that a Traffic Impact Assessment be required for any significant development at this location which takes into consideration the cumulative impact of the development potential of KDA 2. The remainder of the Demesne is zoned 'I Agriculture'.

In respect of the submission raising the issue of headroom for a nine year horizon, it is noted that the Core Strategy figures incorporate headroom of 50% in order to provide for a 9 year horizon as required by the Development Plan Guidelines. Although not directly related to a Material Alteration in the interests of clarity it is recommended that the text of Section 4.1 – 3rd para is amended. See **Section 5.0**.

Proposed Material Alteration No. 2 - Confey

Material Alteration No 1 (i.e. retaining the agricultural zoning) was intended to provide additional assurance that the development of the lands could not commence prior to the preparation of a Masterplan and its adoption as a variation of the local area plan. It was considered that the LAP provided sufficient intent regarding the important role of these lands for housing. However, the submission and requirements of the Department of Housing, Planning, Community & Local Government are noted.

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

The RPS Outline Transport Assessment Report (Nov, 2016) 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 amendment to the LAP would also be subject to a Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and a Strategic Flood Risk Assessment (SFRA) in an iterative process.

Chief Executive's Recommendation:

It is recommended that Material Alteration No.1 and Material Alteration No.2 are **not adopted**.

4.3 URBAN CENTRE AND RETAILING (CHAPTER 5)

Proposed Material Alterations Nos. 3 – 6

Main Issues Raised:

One submission considers the Draft LAP unsustainable as no lands have been zoned for Major Town Centre development; and as a result considers the Draft LAP does not comply with the Kildare County Development Plan, the Regional Planning Guidelines, the Greater Dublin Area Retail Strategy or the National Spatial Strategy.

Another submission supported Proposed Material Alterations 4 and 5.

Chief Executive's Response:

The issue raised by the submission that no lands have been zoned for Major Town Centre development is not in relation to a Proposed Material Alteration and accordingly cannot be considered at this time. It is noted that the issue was previously addressed in the Chief Executive's Report on Submissions received to the Draft Leixlip Local Area Plan 2017-2023.

Chief Executive's Recommendation:

No Change.

4.4 ENTERPRISE, ECONOMIC DEVELOPMENT & TOURISM (CHAPTER 6)

Proposed Material Alteration Nos. 7 – 9:

Main Issues Raised

One submission supported Proposed Material Alteration 7.

Another submission reiterates previously raised concerns relating to the LAP Section 6.2.1 'Supporting existing Business' and specifically objects to any extensions of the Intel site. The submission advises that Directives prevent any zoning taking place within 1,000m from the perimeter of a SEVESO site. The submission believes that the general reference in the LAP that *"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"* waters down the legal requirements of European Directives.

The same submission asks where are the extensions referred to in Policy EDT01.5 (i.e., *“to have regard to the following in assessing applications for development (including extensions) in the vicinity of the Intel Seveso site”*).

Proposed Material Alteration No. 9

One submission proposes to amend **Objective EDT03.9** as follows- *‘To promote the Wonderful Barn as an integrated tourism and amenity destination with complimentary (sic) commercial uses (see section 9 10) to be informed by a detailed conservation and management plan which will be open to public consultation.’*

Chief Executive's Response:

Proposed Material Alteration No. 7

It is noted that proposed Material Alteration No. 7 supports the on-going operations of the Intel and Hewlett Packard business campuses, and also supports further appropriate levels of development and reconfiguration at the Intel and Hewlett Packard business campuses. It is considered that supporting existing business and major employers, which have long established relationships with Leixlip and have made significant investments in the development of their respective campuses at Collinstown and Barnhall is appropriate. It is also considered that the LAP includes appropriate policy objectives so that 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. No change.

Proposed Material Alteration No. 9

Regarding the proposal to amend Objective EDT03.9, the public interest in the future of Wonderful Barn is acknowledged, but it is not considered appropriate to specify that conservation and management issues will be open to public consultation. However, the public will have the opportunity to comment on any proposals and material submitted to support any future projects through the planning application or Part 8 process relating to the Wonderful Barn. No change.

Other Matters

In relation to the submission objecting to any extensions of the Intel site; the issue raised by the submission is not in relation to a Proposed Material Alterations and accordingly cannot be considered at this time. It is noted that the issue was previously addressed in the Chief Executive's Report on Submissions received to the Draft Leixlip Local Area Plan 2017-2023.

It is noted that while Proposed Material Alteration No. 7 does amend the text in Section 6.2.1 it does not amend the particular sentence referred to in the submission; accordingly it cannot be considered at this stage. No change.

In relation to the 'extensions' referred to in Policy EDT01.5, the reference is intended to clarify that applications for extensions to existing developments in the vicinity of the Intel site will follow the same protocols as applications for new development. No change.

Chief Executive's Recommendation:

That Material Alteration No.7 and Material Alteration No.9 are **adopted**.

4.5 HOUSING & COMMUNITY (CHAPTER 7)

Proposed Material Alteration Nos. 10 – 14.

Main Issues Raised

The Department of Education and Skills submission reiterated the points it made in the submission on the Draft Plan i.e., based on the estimated new housing figures and the potential education requirements arising from the projected increase in population of 8,640 during the lifetime of the LAP sufficient lands should be reserved to accommodate 1 x 24 classroom and 1 x 16 classroom primary schools (2 x 4 acre sites) and 1 x post-primary school (1 x 12 acre site).

Proposed Material Alterations No. 12

A number of submissions refer to **Proposed Material Alteration No. 12** which relates to Objective HCO3.4: *“To support and facilitate the provision of children’s play facilities in Leixlip, including inclusive playgrounds and a skatepark. A feasibility study regarding the location of play facilities for all ages will be carried out.”*

Some submissions recommended that the objective be extended to include a feasibility study regarding the provision of communal sports fields for the utilisation of sports clubs in the area - to ensure that all sports clubs in Leixlip have sufficient land to meet the demand of the growing population.

Another submission proposes to amend Objective HCO3.4 as follows – *“To support and facilitate the provision of children’s play facilities in Leixlip, including ~~inclusive~~ playgrounds and a ~~skatepark~~ **basketball court**. A feasibility study regarding the location of play facilities for all ages will be carried out.”*

Other submissions advise that the existing RFC and GAA clubs in Leixlip are under considerable pressure and one submission recommends amending Section 7.7 to include new Objective HCO4.4 – *‘Feasibility study regarding the provision of communal sports fields for the utilisation of sports clubs in the areas.*

One submission outlined its support for Proposed Material Alteration Nos. 10, 11, 12, 13 and 14.

Chief Executive’s Response:

In response to the Department of Education and Skills submission, it is noted that these matters were previously addressed in the Chief Executive’s Report on Submissions received to the Draft Leixlip Local Area Plan 2017-2023; to which Proposed Material Alteration No. 37 refers. No change.

The support and interest regarding the policy objective to support and facilitate the provision of children’s play facilities is noted; in particular, the opportunity to extend the feasibility study (included as proposed Material Alteration No. 12) to include communal sports facilities. It is considered that this would be a reasonable extension of the brief for such a study. It is recommended that the Proposed Material Alteration is amended.

The recommendation of one submission to omit reference to a skatepark in preference to a basketball court is noted. However, as the policy objective is neither prescriptive nor exclusive regarding the types of children play facilities no change is recommended.

It is also proposed to retain reference to the word 'inclusive' in the policy objective having regard to supporting the meaningful play experiences for people of all ages and abilities; this would accord with Section 11.8.6 of the County Development Plan.

Chief Executive's Recommendation:

That Proposed Material Alteration No. 12 be **amended and adopted** as follows:

Objective HCO3.4: To support and facilitate the provision of children's play facilities in Leixlip, including *inclusive* playgrounds and a skatepark. *A feasibility study regarding the location of play and sport facilities for all ages will be carried out.*

4.6 MOVEMENT & TRANSPORT (CHAPTER 8)

Proposed Material Alteration Nos. 15 - 24.

Main Issues Raised

One submission outlined its support for Proposed Material Alteration Nos. 16, 17, 18, 20, 21 & 23.

Proposed Material Alteration 15

One submission seeks to replace Proposed Material Alteration 15 –Policy MT1 as follows: *'It is the policy of the council to promote enhanced permeability for pedestrians and cyclists within the urban environment in order to improve access to the town centre, local schools, recreational facilities, shops, public transport, services and other amenities, subject to local public consultation. This includes providing improved connectivity across the River Rye, Royal canal and railway line, and enhanced links with Maynooth and Celbridge. Permeability projects through existing housing estates shall be subject to local public consultation. More specifically, the provision of walkways and cycle paths between new and existing housing estates shall be the subject of a separate planning application to allow for a public layer of consultation to assess the appropriateness of such permeability routes.*

Material Alteration No. 18

The submission by the NTA supports the broad thrust of Objective MTO2.5 but suggests the inclusion of specific reference to providing for bus priority in the town centre and improved facilities (Including turn around facilities) for bus parking proximate to Confey station. It also requests clarification with regard to Park and Ride objectives including location and purpose (i.e. strategic or local). It advises that any park and ride facilities should be provided in line with the principles set out in Section 5.10 of the NTA's Transport strategy.

Material Alteration No. 20

The Department of Housing, Planning, Community and Local Government proposes to revise wording of Material Alteration No. 20 to clarify the requirement for a Traffic Impact Assessment as part of the feasibility exercise as follows:

*'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 **include** ~~be subject to~~ a Traffic Impact Assessment.'*

Other Matters

Safeguarding the strategic function of the national road network

While the TII notes that that section 8.3 of the Draft LAP acknowledges the importance of accessibility to the strategic road network for major industrial / employment generating facilities in Leixlip, it notes that neither the draft LAP nor Material Amendments include reference to the critical need to safeguard the strategic function of the national road network in the area. TII requests that such a requirement is reflected in the LAP prior to adoption.

Chief Executive's Response:

Proposed Material Alteration 15

Regarding recommendations to amend Policy MT1, it is noted that planning applications are not the only consenting process for the provision of walkways and cycle paths – other options include the Part 8 procedure for works being carried out by the local authority. It is considered that the wording of Material Alteration 15 – Policy MT1 adequately provides for public consultation in respect of any such proposals which could be via planning application or another consenting procedure. It is recommended that the Proposed Material Alteration 15 is accepted without alteration.

Material Alteration No. 18

The NTA's recommendation to amend the wording of Objective MTO2.5 *to refer to "the provision of bus priority measures to ensure the free running of bus services through the town centre and the provision of bus turn facilities proximate to Confey Station"* is noted. The objective focuses on the need to engage with the NTA, Dublin Bus, Irish Rail, Local Link and other stakeholders in order to improve the provision of public transport. However, there is no objection to elaborating on the types of improvement which should be made and the additional text is not considered to be a material change to the Draft Plan.

In response to the NTA's requests for clarification with regard to Park and Ride objectives it is considered that this is adequately addressed in the County Plan in Policy PT9 *'Facilitate the provision of park and ride facilities in appropriate locations within convenient reach of transport nodes and along strategic transport corridors'* and Policy NR6 *'Co-operate with other agencies in the provision of additional links between the national road network and public transport especially rail and bus transport including strategic park and ride facilities'*.

Material Alteration No. 19

There is no objection to amending Objective MTO2.6 to reflect NTA's role in the provision of a long-term strategic planning framework for the integrated development of transport infrastructure and services. This would not be a material change to the Draft Plan.

Material Alteration No. 20

There is no objection to the proposed amendment to Material Alteration No. 20 in the interests of clarity. This would not be a material change to the Draft Plan.

Safeguarding the strategic function of the national road network

In respect of the TII's request that the final LAP reference to the critical need to safeguard the strategic function of the national road network in the area, it is noted that this is addressed in RS10 of the Kildare County Development Plan. No change recommended.

Chief Executive's Recommendation:

That Proposed Material Alteration No. 15 be **adopted**

That Proposed Material Alteration No. 18 be **amended and adopted** as follows:

'To engage with the NTA, Dublin Bus, Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Leixlip including the provision of a bus link between Leixlip and Celbridge, ~~and park and ride facilities~~ the provision of bus priority measures to ensure the improved movement of bus services through the town centre and the provision of bus turn facilities proximate to Confey Station'

That Proposed Material Alteration No. 19 be **amended and adopted** as follows:

'To liaise with ~~the National Transport Authority and~~ Irish Rail to consider the provision of a new railway Station at Collinstown'.

That Proposed Material Alteration No. 20 be **amended and adopted** as follows:

'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 ~~include~~ ~~be subject to~~ a Traffic Impact Assessment and shall have regard to the Transport Strategy for the Greater Dublin Area (NTA 2016) and the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012).'

4.7 INFRASTRUCTURE AND ENVIRONMENTAL SERVICES (CHAPTER 9)

No Proposed Material Alterations.

4.8 BUILT HERITAGE (CHAPTER 10)

Proposed Material Alteration Nos. 25 - 27.

Main Issues Raised

One submission outlined its support for Proposed Material Alterations Nos. 25 and 26.

Proposed Material Alteration No. 27

One submission requests that Proposed Material Alteration No. 27 – Black bridge to Blakestown is removed i.e, to 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).

Chief Executive's Response:

The inclusion of the view is for information purposes on the map as it is included within the County Development Plan and is near the Leixlip LAP area; however, it is outside the LAP boundary. This is consistent with the approach for Records of Protected Structures (RPS) and Record of Monuments and Places (RMP) on the same map.

Chief Executive's Recommendation:

No change.

4.9 NATURAL HERITAGE, GREEN INFRASTRUCTURE AND STRATEGIC OPEN SPACES (CHAPTER 11)

Proposed Material Alteration No's. 28 - 32.

Issues Raised

One submission outlined its support for Proposed Material Alterations Nos. 28 - 31.

Material Alteration No.31

A number of submissions raise Proposed Material Alteration No. 31- Objective (B).

The Department of Housing, Planning, Community and Local Government and NTA recommend omitting the latter part of Proposed Material Alteration No.31 -Objective (B) (i.e., *"To protect the amenity of St Catherine's Park., which specifically references that "No road proposal shall be*

considered by this Council through the park within this Council's ownership or jurisdiction"). The rationale is that its inclusion in the LAP is a) considered premature pending the preparation of a masterplan for Confey and b) would omit a potential option to enhance orbital movements which would rule out the proper consideration of alternatives.

Another submission objects to the construction of a road through St. Catherine's Park and proposes a related new Green Infrastructure policy GIO1.10 to state *"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"*.

Proposed Material Alteration No.32

One submission requests lands both side of Silleachain Valley (between the fire station, Glendale Meadows and Marshfield House) and St. Catherine's Park be preserved and requests the feasibility of extending St. Catherine's Park between Silleachain Valley and Black Avenue be examined.

Another submission requests the omission of Material Alteration No. 32 on the basis of the following:

- The lands represent a sustainable development land asset which provide for the medium term sustainable and sequential expansion of the Leixlip urban area.
- The development potential of the lands goes beyond the life of the Draft LAP.
- The owners of these lands will not engage with the Council to release the lands for recreational use and as a result this objective cannot be implemented.

Chief Executive's Response:

Proposed Material Alteration No.31

The recommendation of the Department regarding Material Alteration No.31 -Objective (B) is noted and the fact that the Leixlip LAP does not include an objective to provide a road through St. Catherine's Park is also noted.

It is considered that concerns which continue to be expressed regarding St Catherine's Park can be addressed with Material Alteration No.31 -Objective (a) i.e., *"To seek to protect, preserve and develop St. Catherine's Park as a public amenity"* and (b) without the additional specific reference (as underlined) *"To protect the amenity of St Catherine's Park. No road proposal shall be considered by this Council through the park within this Council's ownership or jurisdiction"*. It is considered that this part of the objective is premature and potentially unnecessary in the absence of any strategic road feasibility studies, and also notes that it could undermine localised road improvements and upgrades within / near the park. It is recommended to revise the Proposed Material Alteration.

Proposed Material Alteration No.32

Proposed Material Objective No. 32 relates to a new objective GIO1.11 i.e., *"To examine the feasibility of extending St. Catherine's Park on lands between Sileachán Valley, existing housing estates and Black Avenue and to liaise with the OPW and/or other relevant state agencies in this regard"*. As noted in the Chief Executive's Report on Submissions received to the Draft LAP (July 2017), 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/ expansion of the Leixlip urban area is not appropriate at this time and exploring the feasibility of extending St Catherine's Park is reasonable objective which is without prejudice to, but could inform, sustainable land use/development options for the land. No change.

Chief Executive's Recommendation:

That Proposed Material Alteration No. 31 **be amended and adopted** as follows:

(a) *"To seek to protect, preserve and develop St. Catherine's Park as a public amenity"*

~~(b) To protect the amenity of St Catherine's Park. No road proposal shall be considered by this Council through the park within this Council's ownership or jurisdiction.~~

That Proposed Material Alteration No.32 be **adopted**.

4.10 KEY DEVELOPMENT AREAS/ MASTERPLAN AREAS (CHAPTER 12)

Proposed Material Alteration No. 33 – 37.

Main Issues Raised

One submission outlined its support for Proposed Material Alteration Nos. 33 – 35 and 37.

Two submissions seek to limit the height of new buildings in KDA 4 **Leixlip Gate (Kilmacredock)** to three storeys, with one submission proposing amending the Built Form text in **Section 12.1.4** as follows: *".....Layout to have regard to the residential amenity of existing dwellings, buildings to be 2 storey in height along perimeter with existing dwellings. Height limited to 3 Storey to provide for a mix of housing specifically apartments and strictly along the R449 only. 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...."*

Another submission objects to mixed use developments and proposes that housing and apartments are developed on separate sites.

Proposed Material Alteration No. 36:

The recommendation of the TII that the Collinstown Masterplan should be integrated into the LAP by way of statutory amendment is acknowledged i.e., similar to the approach for Confey. However, in the case of Confey it is a green field area to the north of Leixlip with little or no existing development and there are a number of variables of relevance to determining the most appropriate development strategy for the lands. In order to achieve the vision of a new residential and community district for the area in a coherent and planned manner the development strategy needs to be informed by *inter alia*: an evidence based transportation assessment; the electrification and upgrading of the Dublin – Sligo rail line; infrastructural, environmental and flooding assessments; other necessary physical, social and economic infrastructure considerations and proximity to other local authority areas. It is considered appropriate that there will be public consultation on these matters through the statutory amendment process.

The lands at Collinstown are located to the west of Leixlip directly south of the Intel manufacturing facility and currently accommodate some warehousing industries located along the R148 which forms the northern boundary of the lands. The northern portion of the site is traversed by the Royal Canal and the Dublin – Sligo railway line. The western and southern boundaries are primarily defined by local roads and the eastern boundary by the R449 connecting the Celbridge Interchange to the R148. In addition to being well serviced e.g; by Dublin Bus, the lands unlike Confey, have been zoned for development for a number of years and the proposed high environmental quality enterprise/employment zone is likely to have less physical, social and economic infrastructure variables than a new residential and community district. It is therefore considered reasonable, that while the lands be subject of a Masterplan to be agreed with Kildare County Council, that sufficient public consultation will be available when planning applications come forward and that integration into the LAP by way of statutory amendment, is not necessary.

Proposed Material Alteration No. 37

The Department of Education and Skills submission reiterated the points it made in the submission on the Draft Plan i.e., based on the estimated new housing figures and the potential education requirements arising from the projected increase in population of 8,640 during the lifetime of the LAP sufficient lands should be reserved to accommodate 1 x 24 classroom and 1 x 16 classroom primary schools (2 x 4 acre sites) and 1 x post-primary school (1 x 12 acre site).

Chief Executive's Response:

The recommendations regarding building height at Leixlip Gate are noted. The issue raised by the submission is not in relation to a Proposed Material Alteration and accordingly cannot be considered at this time. It is noted that the issue was previously considered in the Chief Executive's Report on Submissions received to the Draft Leixlip Local Area Plan 2017-2023. No change.

The request for additional consultation on the Collinstown Masterplan including consideration for integrating it into the LAP by way of statutory instrument, similar to Confey, is also noted. In this regard, the lands at Collinstown, unlike Confey, have been zoned for development for a number of years, and are suitably serviced. It is therefore considered reasonable, that while the lands should be subject of a Masterplan to be agreed with Kildare County Council, that sufficient public consultation will be available during the development management process. No change.

Proposed Material Alteration No. 37

In response to the Department of Education and Skills' submission, it is noted that these matters were previously addressed in the Chief Executive's Report on Submissions received on the Draft Leixlip Local Area Plan 2017-2023; to which Proposed Material Alteration No. 37 refers. No change.

Chief Executive's Response:

No change.

4.11 IMPLEMENTATION (CHAPTER 13)

Proposed Material Alteration No. 38.

Main Issues Raised

Material Alteration No. 38

One submission supported the Proposed Material Alteration No. 38.

Another submission by the NTA notes that this proposed Material Alteration changes land use zoning matrix to include 'Offices' as permissible under the 'Industrial and Warehouse' zoning. The NTA states lands zoned for office use must demonstrate that trips generated can be facilitated by sustainable modes of transport and recommends that the permitting office uses on industrial and warehouse lands to the south of Leixlip should be contingent on providing public transport.

Chief Executive's Response:

The NTA's recommendation that permitting office uses on industrial and warehouse lands to the south of Leixlip should be contingent on providing public transport is noted. It is considered that policy objective MTO2.2 *"To focus people-intensive land uses around existing and planned public transport nodes and improve access to services"* and MTO3.5 *"To ensure that any significant new development takes place in proximity to public transport routes and can be adequately served by the road network"* address this particular concern. No change recommended.

Chief Executive's Recommendation:

No change.

5 MINOR CHIEF EXECUTIVE'S AMENDMENTS TO MATERIAL ALTERATIONS TO DRAFT LEIXLIP LOCAL AREA PLAN 2017-2023

5.1 UPDATES TO CENSUS INFORMATION

Since the publication of the Chief Executive's Report on submissions received on the Draft LAP, the Central Statistics Office published Small Area Population statistics (SAPs) on the 20th of July 2017. The majority of these statistics were captured by Proposed Material Alteration No. 10.

However, it is noted that **Section 6.1.1**, which summarises the Employment Profile, and **Section 7.2** which summarises Housing Stock were not updated. This information is now available and it is recommended that the following non-material updating changes are made to the LAP.

Proposed Alteration:

Update Section 6.1.1 as follows:

~~The working population of Leixlip in 2011 was 4,461 persons with manufacturing being the largest sector. Of the 6,807 workers enumerated in Leixlip, 4,922 worked outside the town.~~

The number of workers resident within Leixlip ED is 7,168. Of these, 3,546 travel to work within Dublin City and suburbs.

Proposed Alteration:

Update Section 7.2 Housing Stock as follows:

Census in ~~2011~~ 2016 recorded a total of ~~5,103~~ 5,232 households in Leixlip ED. The majority of these consisted of houses (91%). This housing stock is generally located to the south of the Royal Canal and to the north of the M4. The more established residential areas are located east and west of Captain's Hill and off the Celbridge Road (R149) and were built in the 1960's and 1970's. In more recent years residential development has occurred along Green Lane which has direct access on to the R449. Many of the housing estates are well established including those at Riverdale, River Forest, Ryevale Lawns, Dun Carraig, Oaklawn, Cedar Park and Castletown. Recent housing estates include Rinawade, Glen Easton and Loughnamona.

7.2.1 Household Size

In ~~2011~~ 2016, ~~43.4%~~ 42.4% of households in Leixlip were composed of couples with children. This is higher than the state average of 35.2 % for this household composition category. In contrast Leixlip household composition of one person households is ~~13.5%~~ 14.8% which is significantly less than the State average of 24.0% for this household category.

Table 5-1 Households by Composition - Leixlip (~~2011~~ 2016)

Composition	No. of households	Leixlip %	State %
One Person	688 775	13.5 14.8	23.7 23.5
Couples without Children	1045 1154	20.5 22.1	18.9 18.9
Couples with Children	2214 2216	43.4 42.3	34.9 35.2
Lone parent family	558 480	10.9 9.2	10.9 10.5
Other	598 607	11.7 11.6	11.6 11.9
Total	5103 5232	100.1	100

5.2 HEADROOM

In respect of the submission raising the issue of headroom for a nine year horizon, it is noted that the Core Strategy figures incorporate headroom of 50% in order to provide for a 9 year horizon as required by the Development Plan Guidelines. Although not directly related to a Material Alteration in the interests of clarity it is recommended that the text of Section 4.1 – 3rd para is amended.

Proposed Alteration:

Update Section 4.1 – 3rd para as follows:

The Core Strategy of the CDP allocates 10.2% of Kildare's housing growth to Leixlip over the period 2017-2023 to reflect its RPGs designation. The total housing allocation for Kildare over the period 2017 – 2023 is 32,497 no. units. The Core Strategy figures incorporate headroom of 50% in order to provide for a 9 year horizon as required by the Development Plan Guidelines². Table 3.3 of the CDP identifies a dwelling target of 3,315 no. units for Leixlip. ~~to the year 2023.~~

5.3 CHILDCARE

In order to ensure consistency with the County Development Plan and the Childcare Facilities – Guidelines for Planning Authorities (2001), it is recommended that the references to childcare spaces are amended as follows:

- HCO3.2
To require the provision of ~~a minimum of 0.13~~ childcare spaces per dwelling on a pro-rata basis in the Key Development Areas, in accordance with the phasing requirements set out in Section 13 of the LAP.

Section 13.2.1 Key Development Areas (KDAs) – amend for each KDA as follows:

Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling. Compliance with objective CPF01 of the Kildare County Development Plan 2017-2023.

² Section 4.14 of Development Plans, Guidelines for Planning Authorities (June 2007).

5.4 REFERENCE CORRECTION

Proposed Material Alteration No. 9

Amend **Objective EDT03.9** as follows- *'To promote the Wonderful Barn as an integrated tourism and amenity destination with complementary commercial uses (see section 9 10) to be informed by a detailed conservation and management plan.'*

5.5 SEA / AA SCREENING

The recommended changes to the Proposed Material Alterations have been screened with regard to Strategic Environmental Assessment and Appropriate Assessment. It was concluded that the proposed changes are unlikely to have significant impacts in terms of SEA and AA.

Following adoption of the Plan, an SEA Statement will be prepared with the final Environmental Report.

APPENDIX A
SUMMARY OF SUBMISSIONS



Summary of Submissions – Draft Leixlip LAP 2017-2023 Proposed Material Alterations

Submission No.	Name	Summary of Issues Raised
1	Dept. Housing, Planning, Community & Local Government	<p>Material Alterations No. 1 and No. 2</p> <ul style="list-style-type: none">- Submission relates to two proposed changes: Material Alteration No.1 - to remove the residential zonings for lands at Celbridge Road East and Material Alterations No.2- to remove the residential zonings for lands at Confey.- Material Alterations No 1 and No. 2 would result in: reduction of the zoned residential lands and an insufficient supply of new homes for Leixlip contrary to core strategy of the Kildare Development Plan and is in breach of s.19(2) of the Act.- Both of the subject land parcels involved are appropriately located adjoining the town core (Celbridge Road East) and public transport (Confey) in accordance with the sequential zoning approach to new development lands in the Development Plans Guidelines 2007 and would provide for the coherent spatial growth of town. <p>Other</p> <ul style="list-style-type: none">- Proposes to revise wording of Material Alteration No.20 to clarify the requirement for a Traffic Impact Assessment as part of the feasibility exercise as follows: <i>'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 include be subject to a Traffic Impact Assessment.'</i>- Suggests Proposed Material Alteration No.31 -Objective (B) be deleted as it is considered to be premature pending the preparation of a masterplan for Confey.
2	National Transport Authority	<p>Material Alterations No. 1 and No. 2</p> <ul style="list-style-type: none">- Concerned that MA No. 1 and No. 2 represents a missed opportunity to align the core principles of integrated land use and transport planning (i.e. to consolidate development in locations in close proximity to the town centre where public transport could be met by sustainable means) as set out in Section 7.1 of the Transport Strategy for the Greater Dublin Area 2016-2035- Recommends that lands at KDA2 and lands at Confey maintain ' New Residential' zoning <p>Material Alteration No.17</p> <ul style="list-style-type: none">- Supports the inclusion of an Action under MT1 <i>'to identify and provide suitable sites for bike racks'</i> <p>Material Alteration No. 18</p> <ul style="list-style-type: none">- Supports Objective MTO2.5 and suggests the inclusion of specific reference to providing for bus priority in the town centre and improved facilities (Including turn around facilities) for bus proximate to Confey station.- Requests clarification with regard to Park and Ride objectives including location and purpose (i.e. strategic or local). Any park and ride facilities should be provided in line with the principles set out in Section 5.10 of the NTA's Transport strategy.



Summary of Submissions – Draft Leixlip LAP 2017-2023 Proposed Material Alterations

Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Amended working as follows – <i>‘to engage with the NTA, Dublin Bus, Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Leixlip including the provision of a bus link between Leixlip and Celbridge, the provision of bus priority measures to ensure the free running of bus services through the town centre and the provision of bus turn facilities proximate to Confey Station’</i> - The NTA proposes the inclusion of a new Objective as follows – <i>‘To consider the potential for local park and ride facilities in line with the principles set out in Section 5.10 of the Transport Strategy for the Greater Dublin Area 2016-2035’</i> <p>Material Alteration No. 19</p> <ul style="list-style-type: none"> - Proposed to amend Objective MTO2.6 to reflect NTA’s role in the provision of a long-term strategic planning framework for the integrated development of transport infrastructure and services which includes the provision of any new train stations. - Amended wording proposed as follows – <i>‘to liaise with the National Transport Authority and Irish Rail to consider the provision of a new railway Station at Collinstown’.</i> <p>Material Alteration No. 20</p> <ul style="list-style-type: none"> - NTA confirms their willingness to work with the Local Authority with regards to any feasibility study of a new Link Road from the Celbridge Road to south of the M4 Leixlip/Celbridge Interchange. NTA states that any such feasibility study clearly demonstrates that proposals coly with the Transport Strategy for the GDA and the DoELCG guidelines on ‘Spatial Planning and National Roads – Guidelines for Planning Authorities’. <p>Material Alteration No. 31 (b)</p> <ul style="list-style-type: none"> - MA 31(b) which omits a potential option to enhance orbital movements would rule out the proper consideration of alternatives and should be omitted. - Recommends amending wording of MA 31(b) as follows – <i>‘to protect the amenity of St. Catherine’s Park. No Road proposal shall be considered by the Council though the park within this Council’s ownership or jurisdiction’</i> <p>Material Alteration No. 38</p> <ul style="list-style-type: none"> - Notes this alteration changes to land use zoning matrix to include ‘Offices’ as permissible under the ‘Industrial and Warehouse’ zoning. - Sates lands zoned for office use must demonstrate that trips generated can be facilitate by sustainable modes of transport. - Recommends that Ma 38 be that the permitting office uses on industrial and warehouse lands to the south of Leixlip should be contingent on providing public transport.
3	Transport Infrastructure Ireland	Material Alteration No. 2



Summary of Submissions – Draft Leixlip LAP 2017-2023 Proposed Material Alterations

Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - TII would welcome consultation on the proposed masterplan at Confey and recommends an evidenced based strategic transport assessment to support masterplan proposals. - Collinstown Masterplan should be integrated into the LAP by way of statutory amendment. <p>Material Alteration No. 20</p> <ul style="list-style-type: none"> - Re. new link road from Celbridge Road south of M4 to M4 Leixlip/Celbridge Interchange – TII recommends if this option is progressed that it is done so in accordance with the requirements of Section 2.7 of the DoEGLC Spatial Planning and National Roads Guidelines. <p>Material Alteration No. 36</p> <ul style="list-style-type: none"> - Collinstown Masterplan should be integrated into the LAP by way of statutory amendment. - Recommends an evidenced based strategic transport assessment to support masterplan proposals. <p>Other</p> <ul style="list-style-type: none"> - Draft LAP should include reference to the critical need to safeguard the strategic function of the national road network in the area.
4	Department of Education and Skills	<p>School provision</p> <ul style="list-style-type: none"> - DES requests that the Council, in identifying suitably located lands to meet educational infrastructure needs, refer to the <i>'Development Plans: Guidelines for Planning Authorities, Appendix F'</i> and the DES Technical Guidance Documents for primary and post-primary schools. - Lands zoned for educational purposes should be located where the provision of services and access will not hinder the development of the school in the required timeframe. - Requests Council consider favourable implementation strategies and phasing in the identification of school specific site in order to ensure ready access to existing infrastructure. - Requests school sites are located close to existing community facilities. - Open to concept of multi campus arrangement to reduce land take for school development. - Adjacent land should be zoned to allow for potential future expansion of these schools. - Requests Council considers introduction of a buffer zone around existing school sites to allow reasonable scope for increased school heights. <p>Projected Future Educational Requirements</p> <ul style="list-style-type: none"> - If the total project population is realised (and existing schools were unable to cater) an additional 38 classrooms at primary level and 734 places at post-primary would be required during the lifetime of the plan. - Taking into account of the existing schools' capacities , the future projections, the phased nature of development it may result in the need to ensure sufficient lands are reserved to accommodate one 24 classroom & one 16-classroom



Summary of Submissions – Draft Leixlip LAP 2017-2023 Proposed Material Alterations


Submission No.	Name	Summary of Issues Raised
5	Environmental Protection Agency	<p>primary schools (2 x 4acre sites) and one 8000 pupil post primary school (1x12 acre site)</p> <ul style="list-style-type: none"> - Notes KCC’s position regarding the need for Strategic Environmental Assessment (SEA) of the Proposed Material Alterations to the Draft Leixlip Local Area Plan and has no comments on alterations. - Kildare County Council should determine whether the implementation of the proposed Amendments/Alterations would be likely to have significant effects on the environment. - Following adoption of the Plan, an SEA Statement, should summarise the following: <ul style="list-style-type: none"> o How environmental considerations have been integrated into the Plan; o How the Environmental Report, submissions, observations and consultations have been taken into account during the preparation of the Plan; o The reasons for choosing the Plan adopted in the light of other reasonable alternatives dealt with; and, o The measures decided upon to monitor the significant environmental effects of implementation of the Plan.
6	Irish Water	<ul style="list-style-type: none"> - Irish Water will only be in a position to confirm water and wastewater availability for site specific new development through Irish Water’s pre-connection enquiry process.
7	Meath County Council	<ul style="list-style-type: none"> - No observations.
8	Northern & Western Regional Assembly	<ul style="list-style-type: none"> - No observations.
9	Adrian Cronin	<p>Material Alteration No.12</p> <ul style="list-style-type: none"> - Proposes a feasibility study regarding the provision of communal sports fields for the utilisation of sports clubs be included as part of Objective HCO3.4. The proposal is to ensure that all sports clubs in Leixlip have sufficient land to meet the demand of the growing population
10	Kieran Rush Consult Ltd. on behalf of Ballymore Ireland and Brian O’Farrell, the Rowan and Bruton families and Leixlip and Newbridge SPV Ltd.	<ul style="list-style-type: none"> - Submission on behalf of landowners at Confey proposed for zoning for Residential, Community and Educational Development in the draft Leixlip Local Area Plan. - Disappointed with proposal to remove the ‘New Residential’ zoning at lands at Confey. - The Proposed Material Alterations relating to the Confey lands are not compliant with the Core Strategy of the 2017 Kildare County Development Plan and therefore inconsistent with the Planning and Development Act 2000. - Insufficient lands zoned for residential development. - The 1,500 units earmarked to be delivered within the ‘Masterplan Lands at Confey’ area (Table 4-1) are now not on lands zoned for residential development therefore Planning Authority cannot consider a planning application for development on them, with or without a masterplan and therefore cannot be considered as having the capacity to deliver housing units under the draft Plan.



Summary of Submissions – Draft Leixlip LAP 2017-2023 Proposed Material Alterations

Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- The lands at Confey are owned residential developers, with a proven track record of delivering high quality residential communities at scale and if the lands are zoned, are confident that units could be delivered to the market by 2019 and roll out hundreds of homes every year, together with supporting social and community facilities, in a planned new sustainable community.- A masterplan, on its own, has no legal standing and if lands are not zoned, infrastructure providers such as Irish Water will not consider these lands in their investment programmes/lands will not be eligible for funding under programmes such as LIHAF.- Requests Council revert to the proposal in the Draft 2017 Leixlip Local Area Plan to zone the lands at Confey for residential development, subject to a masterplan.- If the Council is minded not to zone KDA2 lands for residential development, additional lands can be zoned in Confey to compensate.
11	Leixlip and Newbridge SPV Limited	<ul style="list-style-type: none">- Lands owned at Confey by SPV Ltd (c. 27 ha)- The removal of the New Residential zoning from the lands materially contravenes the Core Strategy of the Kildare County Council Development Plan 2017 – 2023, is not in compliance with The Planning and Development Act as amended.



Submission No.	Name	Summary of Issues Raised
		 <p>Approximate Site Location</p> <ul style="list-style-type: none"> - As there is a shortfall of 1,106 dwellings according to the CDP – lands to cater for this quantum of houses must be zoned via the Leixlip LAP. The CDP requires that zoned lands sufficient to accommodate an addition 1,106 dwellings be zoned via the LAP. Using a density of 35 UPH, this requires c. 31.6 additional hectares minimum. - 3,315 dwellings are required for a period of six years (2017 – 2023), including headroom 4,972.5 would be required for a period of nine years (552.5 dwellings per year). The additional 1,657.5 for the latter 3 years equates to a requirement for a further 47.4 ha. to be zoned in Leixlip. - According Table 4-1 only 39.3 ha. are zoned for residential development, meaning there is a deficit of 55.3 ha in relation to the CDP target of 94.6ha.
12	Leixlip Community Group	<ul style="list-style-type: none"> - Supports a number a proposed material Alterations as listed in their submission. - Proposes to amend Material Alteration 9 – Objective EDTO3.9 as follows- <i>‘To promote the Wonderful Barn as an integrated tourism and amenity destination with complimentary commercial uses (see section 9 10) to be informed by a detailed conservation and management plan which will be open to public consultation.’</i> - Proposes to amend Material Alteration 12 – Objective HCO3.4 as follows – <i>‘To support and facilitate the provision of</i>



Submission No.	Name	Summary of Issues Raised
		<p><i>children’s play facilities in Leixlip, including inclusive playgrounds and a skatepark basketball court. A feasibility study regarding the location of play facilities for all ages will be carried out.’</i></p> <ul style="list-style-type: none"> - Amend Section 7.7 to include new Objective HCO4.4 – <i>‘Feasibility study regarding the provision of communal sports fields for the utilisation of sports clubs in the areas.’</i> <p>Reasoning :</p> <p>With regard to new proposed change re HC04.4 – we have the support of MU Barnhall RFC and St Mary’s GAA Club Leixlip as their facilities are already under considerable pressure due to the increase in numbers particularly at underage level.</p> <ul style="list-style-type: none"> - Proposes to amend Material Alteration 15 –Policy MT1 to state: <i>‘It is the policy of the council to promote enhanced permeability for pedestrians and cyclists with in the urban environment in order to improve access to the town centre, local schools, recreational facilities, shops, public transport, services and other amenities, subject to local public consultation. This includes providing improved connectivity across the River Rye, Royal canal and railway line, and enhanced links with Maynooth and Celbridge. Permeability projects through existing housing estates shall be subject to local public consultation. More specifically, the provision of walkways and cycle paths between new and existing housing estates shall be the subject of a separate planning application to allow for a public layer of consultation to assess the appropriateness of such permeability routes.’</i> - Proposes to amend Material Alteration 35 –Section 12.1.4 KDA 4 Leixlip Gate (Kilmacredock) as follows: - Built Form <i>‘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 storey in height along perimeter with existing dwellings. Height limited to 3 Storey to provide for a mix of housing specifically apartments and strictly along the R449 only. 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, formally part of Castletown Demense. Proposals should seek to minimize impact on the protected structure and avenue. Buildings shall maintain an appropriate setback from the roundabout at the R449 and Green lane.’</i> <p>Reasoning :</p> <p>Excessively tall buildings in semi-urban areas such as Leixlip overshadow and overlook the existing buildings around them. Having regard to the height of any new buildings in relation to their neighbours provides for compatibility and</p>



Summary of Submissions – Draft Leixlip LAP 2017-2023 Proposed Material Alterations


Submission No.	Name	Summary of Issues Raised
		<p>follows a pattern of design in development. It is important that proposals for high rise make a positive contribution to the semi-urban/rural character of Leixlip and demonstrate sensitivity to the cultural, historical and heritage status of Leixlip. Whilst we acknowledge the need to provide a housing mix, we feel a responsible and balanced approach is necessary. We therefore deem, development over 3 storey out of character with how Leixlip should be developed.</p> <ul style="list-style-type: none"> - Proposed Material Alteration 36 – Amend Section 12.2.1 Collinstown by including an additional bullet point to that already included: <p><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>Reasoning :</p> <p>With regard to the areas subject to Masterplans, the request from all the residents is that these Masterplans be open to a public layer of consultation. This provides for a balanced representation from the community as to how this area should be developed; regarding the mix of enterprise, appropriate setbacks for screening purposes from existing residential community bordering the Collinstown lands, ecology reports to protect green infrastructure and natural habitats and finally any infrastructure required to facilitate such a business and technology hub.</p>
13	Leixlip GAA Club	<ul style="list-style-type: none"> - Supports the inclusion of communal sports fields for local sports clubs in the Draft LAP . - Leixlip GAA and other local teams' facilities are already under pressure. - Growing population will require increased land for sports fields.
14	M Finndevine	<ul style="list-style-type: none"> - Requests lands both side of Sillechain Valley (between fire station, Glendale Meadows and Marshfield House) and St. Catherine's Park is preserved. - Request feasibility of extending St. Catherine's Park between Sillechain Valley and Black Avenue is examined.
15	Mairead Beades	<ul style="list-style-type: none"> - Objects to 3/4 storey element proposed at KDA4 which is inconsistent with Leixlip's semi-rural character. - Proposes to include a feasibility study regarding the provision of communal sport fields for the utilisation of local sports clubs.
16	Michael Rooney	<ul style="list-style-type: none"> - Proposes to remove CSO1.3 (Confey Masterplan). - Proposes a Green Infrastructure policy GIO1.10 to state <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> . - Objects to the construction of a road through St. Catherine's Park.



Summary of Submissions – Draft Leixlip LAP 2017-2023 Proposed Material Alterations

Submission No.	Name	Summary of Issues Raised
17	Nora Morrison	<ul style="list-style-type: none"> - Objects to mixed unit developments and proposes that housing and apartments are developed on separate sites
18	Peter Sweetman & Associates on behalf of Wind Ireland	<ul style="list-style-type: none"> - States the Draft LAP is unsustainable as no lands have been zoned for Major Town Centre development - As a result the Draft LAP does not comply with the Kildare County Development Plan, the Regional Planning Guidelines, the Greater Dublin Area Retail Strategy or the National Spatial Strategy.
19	Andrew Lloyd	<ul style="list-style-type: none"> - Duplicate of Adrian Cronin’s submission.
20	Tony Carpenter	<ul style="list-style-type: none"> - Duplicate of Adrian Cronin’s submission.
21	Angela Carpenter	<ul style="list-style-type: none"> - Duplicate of Adrian Cronin’s submission.
22	Thomas Reid	<p>Material Alteration No. 7 –Section 6.2.1 Supporting existing Business</p> <ul style="list-style-type: none"> - Objects to extensions of the SEVESO nature in the vicinity of the Intel SEVESO site – directives prevent any zoning taking place within 1,000m from the perimeter of Intel SEVESO. - Requests lands north of the Rye Water Valley/Carton Sac in Kellystown be removed from the proposed Industrial and Warehouse zoning there as a results of the habitats Directive and SEVESO Directives. <p>Material Alteration No. 27 – Black bridge to Blakestown</p> <ul style="list-style-type: none"> - Requests view is removed. <p>Submission includes 2 no. Questions:</p> <ul style="list-style-type: none"> - 1. Where does the Draft Leixlip Local Area Plan overlap or transverse M.D. of Maynooth or boundary of Maynooth? - 2. Where are the extensions referred in Policy EDT01.5 under the heading of specific policies and Objectives of the Draft Leixlip LAP? To have regard to the following in assessing applications for development (including extensions) in the vicinity of the Intel SEVESO site.
23	Declan Brassil on behalf of Thomas Stanley, Sheila Whelan, Colm Stanley, John Stanley, Jim Stanley, Emily Stanley, and Eileen Stanley.	<p>Material Alteration No. 32</p> <ul style="list-style-type: none"> - Clients own lands at Black Avenue which are subject of Material Alteration No. 32 and request that Material Alteration No. 32 is omitted for the following reasons: <ul style="list-style-type: none"> o The lands represent a sustainable development land asset which provide for the medium term sustainable and sequential expansion of the Leixlip urban area. o The development potential of the lands go beyond the life of the Draft LAP . o The owners of these lands will not engage with the Council to release the lands for recreational use and as a result this objective cannot be implemented.



Submission No.	Name	Summary of Issues Raised
		
24	Sonia Tarpey	Confey <ul style="list-style-type: none">- Objects to new houses at lands at Confey.- Local services are at capacity (including local amenities, train service and roads).- Suggests future housing be directed to lands near the N7, Sallins and Clane.
25	Brid McCarthy	<ul style="list-style-type: none">- Duplicate of Adrian Cronin's submission.

APPENDIX B

- 1. SUBMISSION FROM DEPARTMENT OF HOUSING, PLANNING, COMMUNITY AND LOCAL GOVERNMENT**
- 2. SUBMISSION FROM NATIONAL TRANSPORT AUTHORITY**



15 September, 2017

Forward Planning Section,
Kildare County Council,
Aras Chill Dara,
Devoy Park,
Naas,
Co. Kildare.

Re: Proposed Material Alterations to the Draft Leixlip Local Area Plan 2017-2023

A Chara

I am directed by the Minister for Housing and Urban Development to refer to your recent letter in relation to the above and set out hereunder observations on behalf of the Minister.

The Proposed Material Alterations to the Draft Leixlip Local Area Plan 2017-2023 published by the Council include certain proposals for the deletion of residential zonings that require specific actions by the Council in order to meet statutory and legislative obligations.

The Draft Leixlip Local Area Plan provided 137.3 ha of zoned housing lands with the potential to deliver c.3300 new housing units in accordance with the allocation of the core strategy of the Kildare County Development Plan 2017-23 for Leixlip. The Proposed Material Alterations include two significant proposed changes to remove the residential zonings for lands at Celbridge Road East (Material Alteration No.1) and for lands at Confey (Material Alterations No.2).

Proposed Material Alterations Nos. 1 and 2 to the Draft Leixlip Local Area Plan would result in a reduction of the zoned residential lands to c.40ha with an estimated potential yield of less than 1400 new homes. This new residential potential is less than half of the housing allocation of 3,315 homes to Leixlip under the Kildare County Development Plan 2017-2023. Both of the subject land parcels involved are appropriately located adjoining the town core (Celbridge Road East) and public transport (Confey) in accordance with the sequential zoning approach to new development lands in the *Development Plans Guidelines 2007* and would provide for the

coherent spatial growth of town. The future structured and planned development of the Confey lands is addressed in requirement for a masterplan (per section 12.2.2 of the Local Area Plan) under Objective CSO1.3 which will provide a framework for the phasing and delivery of supporting infrastructure required to develop this new housing neighbourhood. This masterplan is to be subsequently integrated into the Leixlip Local Area Plan with way of statutory amendment to the Local Area Plan.

Under s.19(2) of the Planning & Development Act (as amended) a Local Area Plan must be consistent with the core strategy of the relevant County Development Plan. The removal of the Celbridge Road East and Confey land parcels from the zoned housing lands included in the Local Area Plan will result in a serious reduction in the overall potential quantum of housing capable of being provided in Leixlip.

This shortfall, which is significantly below the Kildare County Development Plan core strategy allocation of 3,315 units for Leixlip, would result in an insufficient supply of new homes for Leixlip, would be inconsistent with relevant County Development Plan requirement and is therefore in breach of s.19(2) of the Act.

Accordingly, your authority is requested to omit Proposed Material Alterations No.1 (Celbridge Road East) and No.2 (Confey) in order to ensure that the Leixlip Local Area Plan provides for future housing growth that is consistent with the requirements of the core strategy of the Kildare County Development Plan.

Where your authority does not implement the requests above, the Minister would be likely to consider the use of his powers to direct the planning authority accordingly under section 31 of the Act in order to ensure that there is sufficient residential zoning in the Leixlip Local Area Plan to be consistent with the core strategy of the Kildare County Development Plan and the requirements of the s.19(2) of the Planning & Development Act (as amended).

Other Proposed Material Alterations

Several of the Material Alterations relate to transport aspects of the Local Area Plan including increased pedestrian and cycle facilities, additional public transport facilities and the provision of traffic impact assessments for new developments. There is also a Proposed Material Objective (MA No.20) to investigate a future road link from the Celbridge Road (R404) to connect westwards to the R449/M4 interchange. This is indicated on the Zoning Map as a *Road Improvements Objective*. The wording of Material Alteration No.20 is ambiguous and it is

suggested that it is revised to clarify the requirement for a Traffic Impact Assessment as part of the feasibility exercise as follows:

'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 include ~~be subject to~~ a Traffic Impact Assessment.'

In addition, Proposed Material Alteration No.31 includes a new objective (B) as follows:

'To protect the amenity of St. Catherine's Park. No road proposal shall be considered by this Council through the park within this Council's ownership or jurisdiction.'

The Department notes that the Draft Leixlip Local Area Plan does not feature a road proposal related to St. Catherine's Park east of the town. The future required road and other infrastructure for the development of Leixlip will be examined by the Council including as part of the masterplan to be undertaken for the Confey lands under Objective CSO1.3 that will be subsequently integrated into the Leixlip Local Area Plan with way of statutory amendment. The insertion of such an objective is therefore considered to be premature and the above part (B) of Proposed Material Alteration No.31 should be deleted.

The officials of the Department are available to discuss the matters raised above and in the first instance you are advised to contact Mr. Stewart Logan, Planning Adviser on 01-8882419.

Is mise le meas,



Niall Cussen
Principal Advisor,
Forward Planning Section

Draft Leixlip Local Area Plan,
Forward Planning Section,
Kildare County Council,
Áras Chill Dara,
Devoy Park,
Naas,
Co. Kildare

Dún Scéine, Cúirt Uíbh Eachach,
Lána Fhearchair, Baile Átha Cliath 2,
D02 WT20

Dún Scéine, Iveagh Court,
Harcourt Lane, Dublin 2,
D02 WT20

t 01 879 8300
f 01 879 8333

info@nationaltransport.ie
www.nationaltransport.ie

14th September 2017

Re: Draft Leixlip Local Area Plan 2017-2023 Proposed Material Alterations.

Dear Sir/Madam,

The National Transport Authority (the "NTA") has reviewed the 'Leixlip Draft Local Area Plan 2017-2023 Proposed Material Alterations' report and has the following comments to make.

1. Chapter 4 Core Strategy

Proposed Material Alteration No 1 & 2

It is noted that these Proposed Material Alterations provide for the following:

- the removal of the 'C: New Residential' zoning at KDA2 and the replacement of this with 'I: Agriculture' zoning.
- the removal of the 'C: New Residential' zoning at Confey and proposes to replace it with 'I: Agriculture.'

The NTA is concerned about these proposed alterations and views them as a missed opportunity for the Plan to align more closely with the core principles of integrated land use and transport planning as set out in Section 7.1 of the Transport Strategy for the Greater Dublin Area 2016-2035 (the "Transport Strategy") which states the following:

- *'Residential development located proximate to high capacity public transport should be prioritised over development in less accessible locations in the GDA;*
- *'To the extent practicable, residential development should be carried out sequentially, whereby lands which are, or will be, most accessible by walking, cycling and public transport – including infill and brownfield sites – are prioritised.'*

In the context of the above, it is the view of the NTA that the proposed alterations would result in a missed opportunity to consolidate development in locations where local transport needs could be met largely by sustainable means due to the proximity to the town centre in the case of KDA2 and, in particular, proximity to the train station in the case of Confey.

Recommendation:

The NTA recommends the following:

- that the proposal to alter the zoning of 'KDA2' from 'New Residential' to 'Agriculture' is omitted – the lands at KDA2 should maintain the 'New Residential' zoning

- that the proposal to remove the 'C: New Residential' zoning at Confey and to replace it with 'I: Agriculture' should be omitted and that the lands at Confey should maintain the 'New Residential' zoning.

2. Chapter 8 Movement & Transport

It is noted that the recommendations made by the NTA on the original draft plan have been incorporated. The alterations which are based on the submission made by the NTA are considered to align the plan more closely with the Transport Strategy for the Greater Dublin Area 2016-2035 (the "Transport Strategy") and are therefore supported.

In relation to further proposed material alterations the NTA has the following comments to make:

Proposed Material Alteration No 17

The NTA supports the inclusion of an Action under MT1, *'To identify and provide suitable sites for bike racks'*.

Proposed Material Alteration No 18

Proposed Material Alteration No 18 provides for the inclusion of a new objective, MT02.5, *'To engage with the NTA, Dublin Bus, Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Leixlip including the provision of a bus link between Leixlip and Celbridge and park and ride facilities.'*

The NTA supports the broad thrust of this Objective however is of the view of the NTA that the Objective could be further strengthened by the inclusion of specific reference to providing for bus priority in the town centre and improved facilities (including turn around facilities) for bus proximate to Confey station. It is considered that such improvements would greatly enhance the potential of the bus network.

In relation to the reference to park and ride it is noted that no specifics are provided as to the potential location or purpose (strategic or local) of any park and ride facilities. It is the view of the NTA that clarification should be provided with regard to any Objectives for park and ride in Leixlip and that this would be most appropriately dealt with as a separate Objective. In this regard it should be noted that The Transport Strategy provides for the development of a strategic network of rail-based park and ride facilities at appropriate points across the GDA – Leixlip has not been identified as a location for the development of strategic park and ride. Park and Ride facilities should be provided in line with the principles set out the Section 5.10 of the NTA's Transport Strategy.

Proposed Material Alteration No. 19

Proposed Material Alteration No. 19 provides for the inclusion of a new objective MT02.6 *'To liaise with Irish Rail regarding a new railway station at Collinstown.'* It should be noted that the NTA is the body responsible for the provision of a long-term strategic planning framework for the integrated development of transport infrastructure and services in the Greater Dublin Area in the form of the Transport Strategy for the GDA which includes the provision of any new train stations. In relation to this, Section 5.2.5 of the Transport Strategy states that *'a number of additional station will be added to the network in developing areas which have sufficient level of demand to support the provision of a train station. Exact locations will be determined at the relevant time...'* In this regard it is recommended that proposed material alteration No. 18 be amended to reflect the role of the NTA.

Proposed Material Alteration No 20

Proposed Material Alteration No 20 provides for the inclusion of a new objective under MT3, *'To investigate the feasibility of a new link road from the Celbridge Road (R404) to the south of the M4*

Leixlip/Celbridge Interchange in consultation with TII, NTA and other stakeholders. A feasibility study shall be subject to a Traffic Impact Assessment.'

The NTA note this objective and confirm their willingness to work with the local authority with regard to any feasibility study. The rationale and purpose of the proposed link road should be clearly defined and fully considered in the context of the policy and principles set out in the Transport Strategy for the GDA and the DoELCG guidelines on '*Spatial Planning and National Roads-Guidelines for Planning Authorities.*' Any feasibility study should clearly demonstrate that the proposals comply with the relevant aspects of these documents.

Recommendations:

Material Alteration No 18 should be amended as follows:

'To engage with the NTA, Dublin Bus, Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Leixlip including the provision of a bus link between Leixlip and Celbridge, the provision of bus priority measures to ensure the free running of bus services through the town centre and the provision of bus turn around facilities proximate to Confey Station.'

The inclusion of a new objective '*To consider the potential for local park and ride facilities in line with the principles set out in Section 5.10 of the Transport Strategy for the Greater Dublin Area 2016-2035.*'

Material Alteration No 19 should be amended as follows:

'To liaise with the National Transport Authority and Irish Rail to consider the provision of a new railway station at Collinstown'

3. Chapter 11 Natural Heritage, Green Infrastructure & Strategic Open Space

Proposed Material Alteration No. 31 (b)

It is proposed to insert a new objective providing '*to protect the amenity of St Catherines Park. No Road proposal shall be considered by the Council through the park within this Council's ownership or jurisdiction,*' Notwithstanding the concerns relating to the amenity of St Catherines Park it is the view of the NTA that decisions regarding roads proposals should be taken in the broader context of the Transport Strategy.

The Transport Strategy acknowledges the need to enhance orbital movement outside the M50 C-Ring, between the N3, the N4 and the N7 national roads, by the widening of existing roads and the development of new road links however no alignments have been determined by the NTA at this stage. Where such road improvements are undertaken they must adhere to the Principles of Road Development as set out in Section 5.8.3 of the Transport Strategy.

It is the view of the NTA that Proposed Material Alteration 31 (b), which omits a potential option to enhance orbital movements, would rule out the proper consideration of alternatives and in this regard should be omitted.

Recommendation:

It is recommended that Material Alteration No. 31 (b) be amended as follows: '*to protect the amenity of St Catherines Park. No Road proposal shall be considered by the Council through the park within this Council's ownership or jurisdiction,*'

4. Chapter 13 Key Development Areas/Masterplan Areas

It is noted that proposed Material Alteration No. 38 provides for changes to the land use zoning matrix to include 'Offices' as permissible under the 'Industrial and Warehouse' zoning designation. Office uses are traditionally trip intensive uses and, as set out in Section 7.1.2 of the Transport Strategy, lands zoned for office use must clearly demonstrate that employment generated local trip making can be facilitated by sustainable modes. In particular, the area zoned 'Industrial and Warehouse' located to the south of the town (the existing Hewlett Packard site) is separated from the town by the M4 and there is a lack of specific provision in the plan for access by non-car modes that would support office development in a sustainable manner. The permitting of office development at this location should be contingent on the provision of public transport and any required infrastructure to serve the site. It is the view of the NTA that this should be clarified in the zoning Matrix.

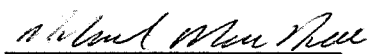
Recommendations:

It is recommended by the NTA that the permitting of office development on lands zoned 'Industrial and Warehouse' to the south of Leixlip should be contingent on providing for public transport. Proposed Material Alteration No.38 should be revised to include this.

In particular, the NTA is supportive of those proposed alterations to the Draft Plan which seek to further promote public transport, walking and cycling as modes of travel for all trip purposes. This would relate to the provision of public transport infrastructure and services, cycle facilities and improved pedestrian facilities.

I trust that the views of the NTA will be taken into consideration by Kildare County Council in the finalisation of the Leixlip Local Area Plan 2017-2023.

Yours sincerely,



Michael MacAree

Head of Planning and Data Analysis