

# Chief Executive's Report

On submissions received to the

Draft Ministerial Direction in respect of the  
Leixlip Local Area Plan 2017-2023



Planning Department  
Kildare County Council  
14<sup>th</sup> February 2018



## TABLE OF CONTENTS

<b>1</b>	<b>INTRODUCTION.....</b>	<b>1</b>
1.1	NOTICE AND DRAFT DIRECTION .....	1
1.1.1	Details of the Draft Direction .....	1
1.1.2	Reasons for the Draft Direction.....	2
1.2	PUBLIC CONSULTATION .....	3
1.2.1	Submissions Received .....	4
1.3	LEGISLATIVE BACKGROUND TO THE CHIEF EXECUTIVE'S REPORT.....	4
<b>2</b>	<b>LIST OF PERSONS / BODIES WHO MADE SUBMISSIONS.....</b>	<b>4</b>
2.1	SUMMARY OF THE VIEWS OF ANY PERSON WHO MADE SUBMISSIONS OR OBSERVATIONS.....	7
2.2	SUMMARY OF THE VIEWS AND RECOMMENDATIONS (IF ANY) MADE BY THE ELECTED MEMBERS .....	7
2.3	SUMMARY OF THE VIEWS AND RECOMMENDATIONS (IF ANY) MADE BY THE REGIONAL ASSEMBLY .....	9
2.4	SUMMARY OF KEY ISSUES .....	9
2.5	SUMMARY OF ALL SUBMISSIONS .....	12
<b>3</b>	<b>RECOMMENDATIONS IN RELATION TO THE BEST MANNER IN WHICH TO GIVE EFFECT TO THE DRAFT DIRECTION .....</b>	<b>58</b>
3.1	OUTLINE OF LAP PROCESS .....	58
3.2	CHIEF EXECUTIVE'S RESPONSE .....	60
3.2.1	Draft Direction and Notice .....	60
3.3	OTHER ISSUES .....	64
3.4	CONSEQUENTIAL CHANGES .....	64
3.4.1	Amend Map No. 4 'LAP Zoning Map' – See Appendix A .....	64
3.4.1.2	Amend Section 4.2 and Table 4.1 (Residential Unit Assessment).....	65
3.4.3	Replace reference to '3 Key Development Areas' with '4 Key Development Areas' .....	65
3.4.4	Amend Figure 4.1 Core Strategy Concept Map.....	65
3.4.5	Reinstate / Insert 12.2.1 (Key Development Area 2: Celbridge Road East) .....	66
3.4.6	Amend Section 3.2.1: Reinstate Reference to KDA 2.....	68



## LIST OF TABLES

Table 2.1– List of Persons / Bodies who Made Submissions.....	5
Table 2.2 -List of Members who Made Submissions.....	7

## APPENDICES

### APPENDIX A - LAP ZONING MAP TO BE AMENDED



## 1 INTRODUCTION

The Leixlip Local Area Plan 2017-2023 (the 'LAP') was adopted by Kildare County Council on 20th November 2017. Pursuant to the requirements of Section 20 of the Planning and Development Act (as amended) the adopted LAP was issued to the Minister for the Housing, Planning, Community and Local Government (the 'Minister').

The Minister notified Kildare County Council on the 15th December 2017 that he was considering issuing a Direction in respect of the Leixlip Local Area Plan 2017-2023, pursuant to Section 31 of the Planning and Development Act 2000 (as amended), and a copy of the draft direction was included with the notification.

### 1.1 NOTICE AND DRAFT DIRECTION

The notice received on the 15th December 2017 (and dated 14<sup>th</sup> December) from the Minister advised Kildare County Council that the Minister had formed the provisional opinion that:

- (1) The Planning Authority had ignored or not taken account of the submissions made on his behalf in September 2017 in respect of the proposed Leixlip Local Area Plan 2017-2023; and
- (2) The plan as adopted is not in compliance with the requirements of s. 19(2) and s.31(1)(a), (b) and (c) of the Planning and Development Act, 2000 (as amended).

#### 1.1.1 Details of the Draft Direction

The Draft Ministerial Direction stated:

- (1) *This Direction may be cited as the Planning and Development (Leixlip Local Area Plan 2017-2023) Direction 2017.*
- (2) *The Planning Authority is hereby directed to take the following steps with regard to the Leixlip Local Area Plan 2017-2023:*
  - (a) *The preparation of a revised Draft Leixlip Local Area Plan under s.20 of the Planning & Development Act 2000 (as amended), to ensure that sufficient and suitable lands are zoned for residential use to meet the statutory housing requirement of the order of 3,300 new dwellings for Leixlip as required by the Core Strategy of the Kildare County Development Plan 2017-23.*
  - (b) *In taking such steps as are necessary to comply with (a) above, the Planning Authority shall ensure that the Leixlip Local Area Plan 2017-2023 is consistent with statutory national planning guidelines issued under s.28 of the Planning & Development Act, 2000 (as amended) including the Development Plans Guidelines (2007), the Sustainable Residential Development in Urban Areas Guidelines (2009) and the Local Area Plans Guidelines (2013), particularly with regard to the following principles:*
    - (i) *Adoption of a sequential approach to additional residential land use zoning objectives which shall prioritise development of lands adjacent to town cores and*



*public transport, especially rail routes and access nodes such as rail stations over locations peripheral to the town at the edge of the settlement;*

- (ii) The integration of transport and land use planning with significant new housing development to be focused at locations proximate to high quality public transport, especially rail access, that is easily accessible to existing local infrastructure such as schools, and local services such as neighbourhood centres, in the interest of a sustainable pattern of urban development;*
- (iii) Protection of the integrity of strategic employment lands for long-term employment and economic development related activities in accordance with national, regional and county economic policy objectives; and*
- (iv) The phasing of new development in tandem with the delivery of required infrastructure that should be determined through a detailed infrastructural assessment and master planning process for significant new housing development areas.*

*(c) The revised Draft Leixlip Local Area Plan shall be published not later than 6 months following the issuing of a Direction.*

### **1.1.2 Reasons for the Draft Direction**

The statement of reasons for the draft direction, as outlined by the Minister, is as follows:

- 1. Under section 19(2) of the Planning & Development Act, 2000 (as amended) a Local Area Plan must be consistent with the core strategy of the relevant County Development Plan.*
- 2. The core strategy of the Kildare County Development Plan 2017-2023 allocates housing growth of 3,315 new housing units to Leixlip for the plan period to 2023.*
- 3. The Planning Authority was advised in the submission made by the Department on the 15<sup>th</sup> September 2017 in relation to the Proposed Material Alterations to the Draft Leixlip Local Area Plan 2017-2023 to:*
  - Omit Proposed Material Alterations Nos.1 & 2 in order to provide for residentially zoned lands in Leixlip consistent with core strategy of the Kildare County Development Plan 2017-23 and the requirements of the s.19(2) of the Planning & Development Act, 2000 (as amended).*
- 4. The Planning Authority adopted the Leixlip Local Area Plan 2017-2023 on 20th November 2017 including Proposed Material Alterations Nos. 1 and 2 against the advice of the Chief Executive of the Planning Authority and the Minister.*
- 5. Ultimately, the Planning Authority did not comply with the advice of the submission in the making of the Leixlip Local Area Plan 2017-2023 and took insufficient account of the submission made by the Minister in failing to provide zoned residential lands sufficient to meet the housing allocation requirement of the core strategy of the Kildare County Development Plan 2017-2023. The Council is therefore in breach of Section 31(1)(a) of the Planning & Development Act, 2000 (as amended).*



6. *The removal of the significant Celbridge Road East (Material Alteration No. 1) and Confey (Material Alterations No. 2) land parcels from the zoned housing lands included in the LAP resulted in a substantial reduction in the overall potential housing development in Leixlip. The quantum of housing lands was reduced to less than 40 ha with a possible housing delivery of less than 1400 new homes. This is a significant shortfall from the core strategy allocation for Leixlip in the Kildare County Development Plan 2017-23.*
7. *The Planning Authority therefore failed to provide zoned residential lands in the Leixlip Local Area Plan 2017-2023 sufficient to meet the housing allocation requirement of the core strategy of the Kildare County Development Plan 2017-23. The Council is therefore in breach of Section 19(2) of the Planning & Development Act, 2000 (as amended).*
8. *The Development Plans Guidelines (2007) state that zoning should 'extend out from the centre of an urban area, with undeveloped lands closest to the core and public transport routes being given preference (i.e. 'leapfrogging' to more remote areas should be avoided)' (section 4.19).*
9. *Residentially zoned lands in the Leixlip Local Area Plan 2017-2023 are excessively concentrated at the periphery of the established town only on lands at the south western and western edge. The LAP does not provide for the prioritisation of development sites spatially closer to the town core and established public transport services in Leixlip and is contrary to the spatially sequential approach to zoning required by the Development Plans Guidelines (2007).*
10. *In relation to:*
  - (i) *the failure to zone lands for residential development sufficient to meet the requirement of the Core Strategy of the Kildare County Development Plan 2017-23, and*
  - (ii) *the zoning of lands for residential development at the western and south western periphery of Leixlip only which is contrary to the Development Plans Guidelines (2007) whereby development sites spatially closer to town core and public transport routes are to be prioritised over more remote car dependent greenfield locations*

*The decision of the Council indicates a failure to set out an overall strategy for the proper planning and sustainable development of the area and is in breach of Section 31(1)(b) of the Planning & Development Act 2000 (as amended). Leixlip is earmarked for a specified quantum of housing growth under the core strategy of the Kildare County Development Plan 2017-2023 and the Leixlip LAP (as adopted on 20<sup>th</sup> November 2017) fails to provide zoned residential lands capable of providing this housing growth at locations prioritised in national planning guidelines.*

*The Leixlip Local Area Plan 2017-2023 is not in compliance with guidelines to planning authorities issued by the Minister of Housing, Planning and Local Government under Section 28 of the Planning & Development Act 2000 (as amended) specifically the Development Plans Guidelines (2007). The LAP is therefore in breach of Section 31(1)(c) of the Planning & Development Acts 2000-2017.*

## **1.2 PUBLIC CONSULTATION**

In accordance with the requirements of Section 31 of the Planning and Development Act 2000 (as amended) Kildare County Council published the Notice of Intent to issue a Direction in relation to the Leixlip Local Area Plan 2017 – 2023 on the 5th of January 2018 in the Liffey Champion newspaper (newspaper dated 6<sup>th</sup> January 2018).



The notice set out the reasons for the draft direction; that a copy of the draft direction may be inspected at specified locations; and that written submissions or observations were invited in respect of the draft direction.

A copy of the draft direction was on display from Friday 5<sup>th</sup> January to Thursday 18<sup>th</sup> January 2018 (inclusive) at the following locations:

- Leixlip Library, Captain's Hill, Leixlip during normal opening hours.
- Kildare County Council, Áras Chill Dara, Devoy Park, Naas, Co. Kildare during office opening hours.
- The County Council's website: [www.kildarecountycouncil.ie](http://www.kildarecountycouncil.ie)

The elected members of Kildare County Council were also notified of the draft direction on 15th December 2017.

### 1.2.1 Submissions Received

In total 170 no. submissions were received during the public consultation period, including 1 no. from government departments and agencies. The names of persons/bodies that made written submissions or observations is included in Section 2. A summary of the submissions is also included in Section 2. A soft copy of all submissions was sent to the Minister, for his attention, under separate cover.

## 1.3 LEGISLATIVE BACKGROUND TO THE CHIEF EXECUTIVE'S REPORT

Pursuant to Section 31(8) of the Planning and Development Act 2000 (as amended), the Chief Executive's Report is required to be prepared and furnished to the Minister and the Elected Members no later than four weeks after the expiry of the public consultation period.

The Chief Executive's Report shall:

- (a) Summarise the views of any person who made submissions or observations to the Planning Authority;
- (b) Summarise the views and recommendations (if any) made by the elected members of the Planning Authority;
- (c) Summarise the views and recommendation (if any) made by the Regional Assembly;
- (d) Make recommendations in relation to the best manner in which to give effect to the draft direction.

## 2 LIST OF PERSONS / BODIES WHO MADE SUBMISSIONS

A total of 170 no. submissions were received by Kildare County Council during the public consultation period for the Draft Ministerial Direction between Friday 5<sup>th</sup> January 2018 and Thursday 18<sup>th</sup> January 2018. Each submission received was ascribed a reference number and reviewed and summarised.

A list of all persons/bodies that made submissions or observations on the Draft Ministerial Direction is set out in **Table 2.1**.

**Table 2.1– List of Persons / Bodies that Made Submissions**

No.	Name
1	National Transport Authority
2	Kathleen Molloy
3	Bracey Daniels
4	Grainne Kelly
5	Stella Barrett
6	Gemma Haynes
7	Glen Haynes
8	John Greene
9	Paul Hendrick
10	Jennifer Mooney
11	Liz Dempsey
12	Brian Conlan
13	Sharon Lynch
14	Kathleen Carr
15	Roisin Mooney
16	Sandra Flood
17	Ellen McEvoy
18	Patrick Cullen
19	Sean Doyle
20	Victoria Taylor
21	Jim & Elaine Mooney
22	Barbara Keogh
23	Niamh Cosgrove
24	Sinead Larkin
25	Michelle Flaherty
26	David Canchal
27	Michelle Flaherty
28	Cliona Kelly Scull
29	Fiona McMahon
30	Conor Morgan
31	Wendy Halpin
32	John Cronolly
33	Barry Healy Cunningham
34	Paula Coffey
35	Ian Dodd
36	Shirley Finnegan
37	June Darby
38	Edel McGuinness
39	Niamh Hopkins
40	Paul Brookd
41	Sherina Spillane-Kapostina

No.	Name
42	Damien Halpin
43	Maeve Mc Grath
44	Liam Mc Grath
45	Richie Flanagan
46	Barbara McCourt
47	Brian McCourt
48	Wogansfield Residents Association.
49	Susan Donaghy
50	Noel Feeney
51	Helen Cullen
52	Nicola Jackson
53	Julia Healy Cunningham
54	Celbridge Road Action Group
55	Valerie Colton
56	James O'Donnell
57	Susan Benie
58	Ricardo Gomes
59	Jennifer Ruane
60	Tony Carpenter
61	Eavan Roche
62	Martin Mangan
63	Caroline Farrell
64	Sonia Tarpey
65	Mary Donohoe
66	Paul Beegan
67	Darling Egan
68	Cara O'Sullivan
69	Kevin O'Rourke
70	Tony O'Sullivan
71	Riognach O'Sullivan
72	Mary O'Sullivan
73	Melanie Hall
74	Andrew Thomas
75	Brid McCarthy
76	Joanna Beard
77	Eileen O'Kelly
78	Yvonne Caulfield
79	Giselle Staunton
80	Laura Conti
81	Graziano Conti
82	Roberto Conti





No.	Name	No.	Name
83	Petya Conti	125	Cllr Anthony Larkin
84	Emma Farrelly	126	Barry Mahady
85	Catriona Cahill	127	Michelle McDonagh
86	Marie Cronolly	128	Gary McDonagh
87	Conor Dalton	129	Brian & Deborah Murray
88	Declan Kenny	130	Brian Sexton
89	Gavin Staunton	131	Lynn Carroll
90	Anthony Ghiradello	132	Niall Carroll
91	Emma Corcoran	133	Siobhan Donohoe
92	Louise Corcoran	134	Carl & Ciara Crehan
93	Phil Byrne	135	Martin Donohoe
94	Peter Gaffney	136	Paddy McDonnell
95	Garreth Molloy	137	Colette Coffey
96	Ann Field	138	Brian Quinn
97	Jean Mc Carthy	139	Aislinn Murphy
98	Eamonn Olwill	140	Brian Quinn
99	James Kelly & Terence Kelly	141	Cllr Michael Coleman
100	Mary OBrien	142	Anne Savage
101	Patrick & Bernette Burgess & family	143	Muriel Clarke
102	Cllr Íde Cussen	144	Mark Fitzgerald
103	Betty O'Dwyer	145	Ballymore Group, Brian O'Farrell, Rowan Family, Bruton Family & Newbridge SPV Ltd
104	Niall Cronolly	146	Jana O'Donovan
105	Leixlip Park Residents Association	147	Rinawade Residents Association
106	June Stanley & Vincent Cunniffe	148	Joann Keenahan
107	Mark Ryan	149	Tony Manahan (Manahan Planners) on behalf of the Stanley Family/ Shannon Homes (Blackrock) Ltd & Declan Brassil & Company Ltd on behalf of Shannon Homes (Blackrock) Ltd
108	Annette Olphert	150	Larry Keenahan
109	Suzanne Hourihane	151	Confey GAA Club
110	Rachel Ward	152	Andrew Colton
111	Denis Hourihane	153	Isobel & Bruno Lucas
112	Carolyn Murphy	154	Mairead Beades
113	Niamh Edreschi	155	Shay & Antoinette Kirk
114	Paula Donohue	156	Leixlip Community Group
115	Beverly Collins	157	Kevin Roche
116	Marguerite Devine	158	Pio O'Donovan
117	Tom Dredge	159	Helen Dredge
118	Shane Callan	160	Julie Hickey
119	Lisa Cribben		
120	Sean Donohue		
121	Irene Loughlin		
122	Save St Catherine's Park Group		
123	Terry Field		
124	Denis McCarthy		



No.	Name	No.	Name
161	Killross Properties Ltd	166	David Ennis.
162	Mike Parle and Angela Parle.	167	Fiona Bassett
163	Tom Murray	168	Catherine Murphy TD.
164	David Drinkwater	169	Joseph Close
165	Patricia Ennis	170	Anthony Doyle

## 2.1 SUMMARY OF THE VIEWS OF ANY PERSON WHO MADE SUBMISSIONS OR OBSERVATIONS

Of the 170 no. submissions, 167 no. were received by persons / organisations other than Elected Members and a submission received from a Prescribed Body (the NTA). The persons / organisations are identified in **Table 2.1** and their submissions are summarised in **Section 2.4** and **2.5**.

## 2.2 SUMMARY OF THE VIEWS AND RECOMMENDATIONS (IF ANY) MADE BY THE ELECTED MEMBERS

Three submissions were received from Elected Members of Kildare County Council. Their respective submission number is identified in **Table 2.1** and summarised below.

**Table 2.2– List of Elected Members that Made Submissions**

Submission No.	Elected Members
102	Clr Íde Cussen
125	Clr Anthony Larkin
141	Clr Michael Coleman (with Frank O'Rourke TD)

### Submission No. 102: Clr Íde Cussen

The submission from Clr Cussen advises that, in her opinion, the Leixlip Area Plan has been made following the proper exercise of statutory process by the Elected Members of the Municipal District. Key points raised in the submission are:

- The percentage of new housing units allocated to the Metropolitan Area of Kildare needs alteration. The allocation will result in +7000 houses between Celbidge and Leixlip.
- The Leixlip Local Area Plan, inclusive of Material Alterations No. 1 and 2, will deliver a required number of new housing units in a manner that has taken cognisance of everything that is required in the preparation of a local area plan.
- Considers that the material alteration and LAP provided sufficient intent regarding the important role of Confey for housing i.e, the Masterplan Lands at Confey with an estimated capacity of 1500 is considered an “*intent to zone – subject to Masterplan*”. Considers that the units have not been removed but ‘parked’ until the Masterplan is undertaken.



- It would be intended that the housing units would be added to the total number of housing units already provided for within the Draft Local Area Plan.

Cllr Cussen requests the Minister to *“not issue a Direction to prepare a revised Draft Leixlip Local Area Plan and that instead the Masterplan process begin and the Draft Plan then be complete”*.

**Submission No. 125: Cllr Anthony Larkin**

Cllr Larkin outlines his disappointment at the proposed Ministerial Direction in relation to KDA 2 and Confey, having regard to the following:

- **Material Amendment No. 1 (Lands at Celbridge Road East)**
  - Both Leixlip Castle and Demesne are listed as protected in the LAP. The zoning of the lands will undermine Leixlip Castle/Demesne as the Historic Centre of Leixlip.
  - Development at the Wonderful Barn and Leixlip Castle will expose the inadequate capacity of Celbridge Road, particularly at peak times.
  - The access point via Pound Street may look fine on a map but it is difficult to see how it can be easily achieved.
- **Material Amendment No. 2 (Lands at Confey)**
  - The scale of the proposal without the infrastructural capacity, including schools is what has the whole community very concerned and worried. The masterplan should be produced in advance of zoning.

**Submission No. 141: Cllr Michael Coleman (with Frank O'Rourke TD)**

Having regard to the constraints on lands for development due to the boundaries of the town, the submission identifies the only lands for residential development as those at Collinstown, but that these are ruled out because of the intention for the *“Protection of the integrity of strategic employment and for long term employment and economic development related activities in accordance with national, regional and county economic policy objectives”*.

- **Core Strategy**

Requesting the delivery of 3,300 residential units for Leixlip is too much. The Core Strategy cannot be met in the interest of safety and wellbeing of existing residents. Respect must be had for local democracy.
- **Material Alteration No.1 (Celbridge Road East)**

This historical area must be protected from residential zoning. The development of 450 no. units and the future development of the Wonderful Barn as a tourist destination would lead to traffic congestion in this area, if the lands were zoned residential. Access to the town centre is hampered by the terrain. The proximity of Weston Airport would impact very negatively on any residential development in terms of noise and pollution.
- **Material Alteration No.2 (Confey)**

The development at Confey, due to its size and magnitude, must have a Masterplan prepared before zoned residential to satisfy good planning. It must be shown that proper infrastructure and services are delivered in tandem with development.



## 2.3 SUMMARY OF THE VIEWS AND RECOMMENDATIONS (IF ANY) MADE BY THE REGIONAL ASSEMBLY

No submission was received from the Eastern and Midlands Regional Assembly.

## 2.4 SUMMARY OF KEY ISSUES

The following is a summary of the key issues raised in the submissions received.

- **Core Strategy Allocation of 3,300**
  - Insufficient existing infrastructure (road, rail, education facilities, public transport, parking, amenities e.g. playground, swimming pool)
  - No regard to the physical constraints of Leixlip including the M4, the railway, the Royal Canal and St Catherine's Park.
  - General acceptance of 2,800 housing allocation but not 3,300.
  
- **Development at Confey:**
  - No re-zoning or development without a Masterplan for the Confey area.
  - The masterplan needs to ensure the delivery of key infrastructure and community services.
  - Impact on existing infrastructure (road, rail, education, public transport, parking, amenities)
  - Impact on traffic on Cope Bridge and Captain's Hill
  - Excessive scale of development.
  - Low density of development.
  - Concerns regarding the integration of the proposed development into the local community.
  - Historical impact on Confey Castle ruins.
  - No criteria to determine the high quality design or layout is provided.
  - No development of a road through St Catherine's Park.
  - Concerns that the new legislation for Strategic Housing Developments will mean that the views of both the local people and the Planning Authority will not be taken into consideration.
  - Multiple connections to the M3 should be provided as outlets for the increase in traffic, or through an upgraded Kellystown Lane towards the M4.
  - Risk of flooding.
  
- **Eastern Road Access Route**
  - Reduces the amenity value of St. Catherine's Park
  - Impact on sporting amenities
  - Proximity to Glendale Meadows Estate
  - Visual impact
  - Impact of Noise and Air pollution on neighbouring Housing Estates e.g. Glendale
  - Impact on the environment
  - Reduced access to the park for elderly residents or residents with reduced mobility



- **Key Development Areas**

- **KDA1- Wonderful Barn**

- Impact on traffic on the Celbridge Road.
- Inadequate road and pedestrian access.
- Insufficient detail on the potential of the Wonderful Barn.
- Impact on cultural heritage.

- **KDA 2- Celbridge Road East**

- Impact on Leixlip Castle and Demesne
- Inappropriateness of allowing development so close to the motorway.
- Level of lands following construction of M4 motorway.
- A pedestrian link to the town centre may not be feasible because of the level differences. Hence the development of the lands does not constitute sequential development.
- The physical and visual separation from Leixlip Castle by a woodland belt may not be maintained in the future.
- Concerns regarding the impact of Weston Airfield and the M4 on the proposed development (noise and air pollution);
- Development should be postponed pending upgrading of the water network.
- Lands should remain agriculture or be developed as a public amenity.
- Lands are prone to flooding and there are already pressures on the culverts in Mill Lane.
- Confey is a valuable asset steeped in history.

- **Collinstown**

- Should be zoned town centre and retail / residential as the infrastructure is in place and there is sanction for a new railway station.
- More suitable for the scale of housing proposed in the local area plan.

- **Kilmacredock**

- A new housing development at Kilmacredock is ideal due to proximity to proposed new train station, ease of access to J6 on the M4, and can provide for the construction of schools, children's playground, swimming pool etc.

- **Adequacy of existing services and community infrastructure to service existing population and future growth / services**

- Roads, schools, GPs, childcare, public transport and sewage system are all at capacity. Insufficient recreational and community facilities.
- Build a large car park at Confey train station (like the one at Dunboyne).

- **Impact on local heritage assets**

- Leixlip Castle Demesne, The Wonderful Barn, Cope Bridge, Confey Castle ruins, Leixlip Spa, St Columba's Church and Connolly's Folly.

- **Scale and population figures**

- Concerns regarding the scale of development required in Leixlip.
- Queries vacancy and occupancy rates in the plan.



- **Impact on traffic**
  - Increased traffic congestion and safety concerns over increased pressure on already inadequate road infrastructure (particularly at Captains Hill, Cope Bridge and Celbridge Road).
  
- **Environmental Impacts**
  - Some environmental concerns over flooding and local wildlife and fauna (especially in St Catherine's Park)



## 2.5 SUMMARY OF ALL SUBMISSIONS

Submission No.	Name	Summary of Issues Raised
1	National Transport Authority (NTA)	<ul style="list-style-type: none"><li>- Supports the Draft Direction as issued by the Minister, in particular in relation to the need to take the following steps with regard to the Leixlip Local Area Plan 2017-2013: <i>'Adopt a sequential approach to additional residential land use zoning objectives which shall prioritise development of lands adjacent to town cores and public transport, especially rail routes and access nodes such as rail stations over locations peripheral to the town at the edge of the settlement' and</i> <i>'The integration of transport and land use planning with significant new housing development to be focused at locations proximate to high quality public transport, especially rail access...'</i></li><li>- Recommended the omission of Material Alterations Nos. 1 and 2.</li><li>- The NTA views these alterations in zoning as 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. Also of the view that this is 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 <i>Transport Strategy for the Greater Dublin Area 2016-2035</i>.</li><li>- With regard to above the NTA supports the Draft Ministerial Direction.</li></ul>
2	Kathleen Molloy	<ul style="list-style-type: none"><li>- Concern re: spoiling the park.</li></ul>
3	Bracey Daniels	<ul style="list-style-type: none"><li>- Suggests routing traffic to the N3 and Dunboyne north park &amp; ride therefore avoiding traffic to the town and facilitating use of public rail network.</li></ul>
4	Grainne Kelly	<ul style="list-style-type: none"><li>- Objects to road.</li></ul>
5	Stella Barrett	<ul style="list-style-type: none"><li>- Concerns relating to access to schools at Confey via Cope Bridge</li><li>- Extensive development of the Confey land as residential raises concerns for transport and other essential services. Cope Bridge does not have the capacity to deal with any additional traffic. The proposed option to build an additional</li></ul>



Submission No.	Name	Summary of Issues Raised
		<p>bridge to the east of the existing bridge will destroy the green area currently enjoyed by the residents of Glendale; it will also impact on Confey GAA playing pitch.</p> <ul style="list-style-type: none"><li>- There are no cycle lanes between Confey and the village of Leixlip and very little scope to add cycle lanes.</li><li>- The proposal to develop a new access road from the roundabout at the Leixlip East exit off the M4 will destroy part of St. Catherine's Park.</li></ul>
[6-8, 12, 18-22, 31-32, 36, 38, 42-44, 46-47, 57, 60, 62-65, 68-72, 84, 85, 86, 89, 92, 95, 104, 115, 131-132, 158, 160]	Gemma Haynes, Glen Haynes, John Greene, Brian Conlan, Patrick Cullen, Sean Doyle, Victoria Taylor, Jim & Elaine Mooney, Barbara Keogh, Wendy Halpin, John Cronolly, Shirley Finnegan, Edel McGuinness, Damien Halpin, Maeve Mc Grath, Liam Mc Grath, Barbara McCourt, Brian McCourt, Susan Benie, Tony Carpenter, Martin Mangan, Caroline Farrell, Sonia	<ul style="list-style-type: none"><li>- Leixlip is not able to take the 3,315 new dwellings allocated.</li><li>- The M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East are geographic physical constraints which need to be acknowledged and taken into account.</li><li>- Confey should not be re-zoned without a Masterplan. It is imperative that a masterplan guide the significant quantity of lands being rezoned to ensure the delivery of key infrastructure and community services subject to a schedule of phasing.</li><li>- Leixlip Castle Demense should not be re-zoned residential given its limitations including its cultural and heritage importance to Leixlip. The Celbridge Road is already a very busy road which cannot take any more traffic created by developing this site for residential.</li></ul>





Submission No.	Name	Summary of Issues Raised
	Tarpey, Mary Donohoe, Cara O'Sullivan, Kevin O'Rourke, Tony O'Sullivan, Riognnach O'Sullivan, Mary O'Sullivan, Emma Farrelly, Catriona Cahill, Marie Cronolly, Gavin Staunton, Louise Corcoran, Garreth Molloy, Niall Cronolly, Beverley Collins, Lynn Carroll, Niall Carroll, Pio O'Donovan, Julie Hickey,	
9	Paul Hendrick	<ul style="list-style-type: none"><li>- The sheer number of new housing (3300) that has been allocated in a town that currently already suffers with traffic congestion, has a lack of school places for children as well as good recreational facilities for kids.</li><li>- The lands in the Confey area already suffer with poor infrastructure and community services.</li><li>- The Leixlip Castle Demense will suffer greatly due to the huge increase in traffic congestion.</li></ul>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"><li>- The Leixlip Castle Demense is hugely important in terms of the heritage of the area. Building hundreds of houses on this land is a disgrace.</li></ul>
10	Jennifer Mooney	<ul style="list-style-type: none"><li>- The infrastructure is not there for Leixlip to cope with another 3,000 plus homes.</li></ul>
11	Liz Dempsey	<ul style="list-style-type: none"><li>- Concerned about the number of new houses proposed for Leixlip and the lack of development of the infrastructure.</li></ul>
13	Sharon Lynch	<ul style="list-style-type: none"><li>- Objected to the proposal of 3300 houses in Leixlip and backed the agreement in November of 2800 houses.</li></ul>
14	Kathleen Carr	<ul style="list-style-type: none"><li>- There isn't sufficient infrastructure in Leixlip to facilitate this proposal.</li></ul>
15	Roisin Mooney	<ul style="list-style-type: none"><li>- Leixlip is not able to take the 3,315 new dwellings allocated.</li><li>- The M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East are geographic physical constraints which need to be acknowledged and taken into account.</li><li>- Confey should not be re-zoned without a Masterplan. It is imperative that a masterplan guide the significant quantity of lands being rezoned to ensure the delivery of key infrastructure and community services subject to a schedule of phasing.</li><li>- Leixlip Castle Demense should not be re-zoned residential given its limitations including its cultural and heritage importance to Leixlip. The Celbridge Road is already a very busy road which cannot take any more traffic created by developing this site for residential.</li><li>- There are no amenities in Leixlip including a swimming pool.</li></ul>
16	Sandra Flood	<ul style="list-style-type: none"><li>- The demands on local schools &amp; services are already stretched without adding 3,000 more houses</li><li>- Roads are already busy &amp; it is difficult enough getting out of the estates.</li></ul>
17	Ellen McEvoy	<ul style="list-style-type: none"><li>- The village is now at dangerous levels of traffic and speed of cars going through it. There is also no parking or proper village facilities such as a cafe or communal meeting point. The buses are full, and many areas don't even have buses to</li></ul>



Submission No.	Name	Summary of Issues Raised
		<p>service them. The crèches and schools are full.</p> <ul style="list-style-type: none"><li>- Infrastructure is needed not more houses.</li><li>- No incentives for people to move to appropriately sized houses, would help with lack of supply.</li><li>- Leixlip unable to handle any more housing.</li></ul>
23	Niamh Cosgrove	<ul style="list-style-type: none"><li>- The infrastructure in Leixlip cannot handle an additional 3300 houses.</li></ul>
24	Sinead Larkin	<ul style="list-style-type: none"><li>- Concerned about the impact on existing services with additional housing. In particular education, social and health services to children and families.</li><li>- There are already lengthy waiting lists for children requiring public health services.</li></ul>
25 & 27	Michelle Flaherty	<ul style="list-style-type: none"><li>- The M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East are the physical constraints which need to be acknowledged and taken into account.</li><li>- Leixlip Castle Demense lands should not be rezoned residential. This site is not suitable for residential given its limitations and cultural and heritage importance to Leixlip. The Celbridge Road is already a very busy road which cannot take any more traffic created by developing this site for residential.</li><li>- The Celbridge Road has residential housing on either side along its entire length and therefore it cannot be physically altered or enlarged to facilitate much more traffic.</li><li>- A longer more considered strategy is required before any further developments of the lands in Leixlip be considered.</li><li>- Leixlip unable to cope with additional housing. Insufficient infrastructure to support it.</li></ul>
26	David Canchal	<ul style="list-style-type: none"><li>- Current Leixlip's infrastructure cannot cope with 3,300 additional houses.</li></ul>
28	Cliona Kelly Scull	<ul style="list-style-type: none"><li>- Leixlip is not able to take the 3,315 new dwellings allocated.</li><li>- The M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East are geographic physical constraints which need to be acknowledged and taken into account.</li><li>- Confey should not be re-zoned without a Masterplan. It is imperative that a masterplan guide the significant quantity of lands being rezoned to ensure the delivery of key infrastructure and community services subject to a schedule of phasing.</li></ul>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"><li>- Leixlip Castle Demense should not be re-zoned residential given its limitations including its cultural and heritage importance to Leixlip. The Celbridge Road is already a very busy road which cannot take any more traffic created by developing this site for residential.</li><li>- There is a need for services for children like schools and playgrounds.</li></ul>
29	Fiona McMahon	<ul style="list-style-type: none"><li>- Leixlip is not able to take the 3,315 new dwellings allocated.</li><li>- The M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East are geographic physical constraints which need to be acknowledged and taken into account.</li><li>- Confey should not be re-zoned without a Masterplan. It is imperative that a masterplan guide the significant quantity of lands being rezoned to ensure the delivery of key infrastructure and community services subject to a schedule of phasing.</li><li>- Leixlip Castle Demense should not be re-zoned residential given its limitations including its cultural and heritage importance to Leixlip.</li><li>- Infrastructure (including roads and schools) would be negatively impacted</li></ul>
30	Conor Morgan	<ul style="list-style-type: none"><li>- Leixlip is not able to take the 3,315 new dwellings allocated.</li><li>- The M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East are geographic physical constraints which need to be acknowledged and taken into account.</li><li>- Confey should not be re-zoned without a Masterplan. It is imperative that a masterplan guide the significant quantity of lands being rezoned to ensure the delivery of key infrastructure and community services subject to a schedule of phasing.</li><li>- Leixlip Castle Demense should not be re-zoned residential given its limitations including its cultural and heritage importance to Leixlip. The Celbridge Road is already a very busy road which cannot take any more traffic created by developing this site for residential. Rezoning land without a thought out masterplan is making the same mistakes as towns in the US and Canada.</li><li>- There is no need for apartments and ugly townhouses in the countryside and suburbs.</li></ul>
33	Barry Healy Cunningham	<ul style="list-style-type: none"><li>• <b>Material Alterations No. 1 and No. 2</b> - Concerned that increasing housing density up to 35 units per hectare is allowed only if the <i>"quality of the design and layout is particularly high."</i> No clear criteria to determine high quality design or layout is provided.</li></ul>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"><li>• <b>Celbridge Road East:</b> No Noise Impact Study proposed, unlike at the Wonderful Barn. The residential capacity for Celbridge Road East would result in developable land of c. 9ha and a resultant 270 residential units. The inclusion of these areas within residential development would induce families and children to enjoy green areas near their homes in close proximity to a major motorway.</li><li>• <b>Confey:</b> The estimated residential capacity of the Masterplan Lands at Confey of 1,500 is based on 17 units per hectare. The estimate should stand at 2,500. Geographical constraints, lack of adequate infrastructure and the undertaking that no alternate traffic route for the Development will pass through the lands designated St Catherine's Park mean that further work including a comprehensive masterplan are required prior to rezoning.</li></ul> <p><b>Paragraph 7 Section (i) – Sequential Approach</b></p> <ul style="list-style-type: none"><li>• <b>Celbridge Road East:</b> There is no direct pedestrian link from Celbridge Road East to the Leixlip Town Centre and the provision of such may be unachievable due to height difference.</li><li>• <b>Confey:</b> Any large scale development at that site will, without proper infrastructure and new/improved traffic routes, impact in a negative way on the town core itself.</li></ul> <p><b>Paragraph 7, section (a) – Quantum of Residential Zoned Lands</b></p> <ul style="list-style-type: none"><li>• <b>Celbridge Road East:</b> The artificially raised height of the land and the safety implications of the poor sight lines for traffic egress are very concerning. The physical and visual separation from Leixlip Castle by a woodland belt may not be maintained in the future.</li><li>• <b>Confey:</b> Requires major planning before any rezoning should take place.</li></ul> <p><b>Draft Directive (iv) - Infrastructural assessment and Master Planning process</b></p> <ul style="list-style-type: none"><li>• <b>Celbridge Road East:</b> Phasing of development is not in accordance with infrastructural provision, particularly water services.</li><li>• <b>Confey:</b> In the absence of a Master Plan phased development is impossible.</li></ul>



Submission No.	Name	Summary of Issues Raised
34	Paula Coffey	<ul style="list-style-type: none"><li>- Leixlip is not able to take the 3315 new dwellings allocated currently.</li><li>- Leixlip needs a specific longer term plan due to the landlocked nature of the town with reference to the M4 Motorway to the south, the railway and Royal Canal to the North and West and St Catherine's Park to the East.</li><li>- 2800 new dwellings for Leixlip that has already been agreed and voted upon should be acceptable as a reasonable approach.</li><li>- Lands in Confey should not be re-zoned without a masterplan.</li><li>- It is imperative that a masterplan guide the significant quantity of lands being rezoned to ensure the delivery of key infrastructure and community services.</li><li>- There must be no development in St. Catherine's Park.</li></ul>
35	Ian Dodd	<ul style="list-style-type: none"><li>- There is not much room in Leixlip for development due to the physical constraints.</li><li>- In relation to Confey the rezoning should be postponed until the necessary services are in place - schools, roads/traffic, water and recreation.</li><li>- In relation to the Wonderful Barn LAP there is a note stating that the height of units would be limited to 2 storeys (8m) yet the planning application has 58 apartments and some of which are 3 storeys</li><li>- Request for Masterplan before 3,300 new units are built in Leixlip.</li><li>- No quality of design in the Plan.</li><li>- Lack of consideration for services and infrastructure.</li></ul>
37	June Darby	<ul style="list-style-type: none"><li>- No more homes to be built in Leixlip.</li></ul>
39	Niamh Hopkins	<ul style="list-style-type: none"><li>- The idea of extending the population of Leixlip by such a large percentage, relative to the current population will put further pressure on the few facilities which this community has to offer, it will clog the roads, which are already used beyond capacity, will put the train and bus services under inconceivable pressure, and will thereby increase the stresses of those living in this semi-rural area.</li><li>- The development of thousands of housing will remove the primary advantages of this location with natural quiet and scenery.</li></ul>



Submission No.	Name	Summary of Issues Raised
40	Paul Brookd	<ul style="list-style-type: none"> <li>- LAP can only be achieved once the infrastructure to support this has been put in place.</li> <li>- Accepts the need for housing</li> </ul>
41 (entry no. 1)	Sherina Spillane-Kapostina	<p><b>Core Strategy:</b> Leixlip is restricted due to the particular physical and geographic constraints including; steep river valley, M4, Intel &amp; HP, Weston Airport, Collinstown and St. Catherine's Park. The LAP requires to be consistent with the CDP but CDP prepared prior to preparation of LAP. No research undertaken to determine if 3,315 was achievable. Submits that Collinstown be promoted for residential development.</p> <p><b>Material Alteration No. 2</b> Material Alteration No. 2 does not stop Confey being rezoned. A Masterplan is required to ensure that infrastructure and services are delivered in tandem with development and to protect St. Catherine's Park. A Traffic Impact Assessment should be included in a Masterplan.</p> <p><b>Material Alteration No. 1</b> The Celbridge Road East/Leixlip Demesne lands are unsuitable for rezoning for the following reasons: -</p> <ul style="list-style-type: none"> <li>• Height differences resultant from M4 construction;</li> <li>• Impact on Leixlip Castle;</li> <li>• Traffic impacts;</li> <li>• Water services constraints;</li> <li>• Noise and air pollution (M4 and Weston Airport); and</li> <li>• Difficulty in providing 'a direct route' to the town centre due to 100ft drop.</li> <li>• Woodland belt is not a replacement.</li> <li>• Submits that the Minister should consider whether he is happy to set a precedent where democracy is overruled.</li> <li>• Rezoning should not take place prior to proper investigation.</li> </ul> <p>This submission enclosed a report by the Residents of Leixlip Park and the Celbridge Road area (see below sub no. 41).</p>
41 (entry no. 2)	Residents of Leixlip Park and the	<ul style="list-style-type: none"> <li>• <b>Material Alterations No. 1 and No. 2</b> - There has been no regard for the cumulative impact on road access, traffic levels, access to educational/recreational/health facilities, etc. A pedestrian access via Pound Street as an access point for Leixlip Celbridge Road East/Leixlip Demesne does not appear to be economically viable or safe and would be</li> </ul>



Submission No.	Name	Summary of Issues Raised
	Celbridge Road area	<p>physically challenging.</p> <ul style="list-style-type: none"><li>• Height differences resultant from M4 construction and the provision of noise barriers mean there is a need for an engineering solution, to prepare the lands prior to any development taking place.</li><li>• <b>Leixlip Demesne:</b> The development of the lands at Celbridge Road East/Leixlip Demesne plan would impact negatively on the heritage value of Leixlip Demesne.</li><li>• <b>Road Access:</b> Celbridge Road East/Leixlip Demesne has inadequate road and pedestrian access. The provision of an additional 1,000 homes would exacerbate the situation.</li><li>• <b>Built Form:</b> The construction of three-storey units raises the possibility of two dwellings, i.e. a townhouse on top of a small apartment or similar and exceeding controls set out in the LAP.</li><li>• <b>Population Forecasts:</b> No amendments were proposed to any subsection of the LAP to deal with an increase in population based on preliminary 2016 Census data. The assumed housing vacancy rate of 6.3% is too high for Leixlip.</li><li>• <b>HP:</b> The LAP does not adequately consider future use of the HP site and does not address traffic reduction from this site given the expected closure of the site in the next year.</li><li>• <b>Tourism:</b> There is insufficient detail on how tourism to sites such as The Wonderful Barn is to be facilitated and managed or the impacts of increased tourism on traffic, parklands etc.</li><li>• <b>Social, Health and Community Services:</b> Various social, health and community services within Leixlip are either inadequate or operating at capacity. There is a need to expand their provision if population is to increase.</li></ul>
45	Richie Flanagan	<ul style="list-style-type: none"><li>- No proper plan to improve the infrastructure of the area in order to cater for all these new developments.</li><li>- The area is already very busy in terms of traffic, and the local sports clubs are running at or close to capacity.</li><li>- No new road could be built to facilitate the extra traffic, or no any existing roads could be widened given the already built up nature of the area.</li><li>- The plans to alter any aspect of the Wonderful Barn, Leixlip Castle, or St Catherine's Park are unacceptable, as these areas are used regularly by a huge number of local residents.</li><li>- Infrastructure should be built simultaneously along with the new homes or before the homes are built.</li><li>- Public meetings are requested so that concerns can be discussed with residents or representatives of community</li></ul>





Submission No.	Name	Summary of Issues Raised
		groups.
48	Wogansfield Residents Association.	<ul style="list-style-type: none"><li>• <b>Core Strategy:</b> The LAP proposed an additional 3,315 houses, this is excessive due to the geographic physical constraints and the 2,800 new dwellings for Leixlip that has already been agreed and voted upon should be acceptable as a revised allocation based on a reasonable approach.</li><li>• <b>Leixlip Castle Demesne</b> - These lands should not be rezoned residential. This site is not suitable for residential given the cultural and heritage importance of the castle and trees to Leixlip. Roads and transport infrastructure is also inadequate. Of most concern is achieving pedestrian and cyclist permeability to the Celbridge Road East site (KDA2) through Leixlip Park and Wogansfield. The Plan is vague on the issue of linkage from KDA2 and the town centre and other amenities. Educational facilities need to be increased with an increase in population.</li><li>• <b>KDA2:</b> Any rezoning in KDA2 should be postponed until the upgrade of the water and wastewater network and the transport (rail and bus) corridor (2023) is completed. Noise impacts not considered.</li></ul>
49	Susan Donaghy	<ul style="list-style-type: none"><li>- Leixlip is not able to take the 3,315 new dwellings allocated.</li><li>- The M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East are geographic physical constraints which need to be acknowledged and taken into account. 2,800 new dwellings as previously agreed should be acceptable as a revised allocation.</li><li>- Confey should not be re-zoned without a Masterplan. It is imperative that a masterplan guide the significant quantity of lands being rezoned to ensure the delivery of key infrastructure and community services subject to a schedule of phasing.</li><li>- Leixlip Castle Demense should not be re-zoned residential given its limitations including its cultural and heritage importance to Leixlip. The Celbridge Road is already a very busy road which cannot take any more traffic created by developing this site for residential.</li><li>- Unfinished sites should be used for local amenities and homes instead of building new ones.</li><li>- No infrastructure and resources are in place to support these new houses and people.</li><li>- Complete the vehicular junction at Green Lane prior to the commencement of development and complete pedestrian / cycle access onto the R449.</li><li>- The LAP should promote integrated land use and planning</li><li>- Sequential and phasing approaches need to be reflected in the LAP as well as train stations, neighbourhood centres,</li></ul>



Submission No.	Name	Summary of Issues Raised
		<p>amenities</p> <ul style="list-style-type: none"><li>- Plans should reflect democratically agreed decisions.</li></ul>
50	Noel Feeney	<ul style="list-style-type: none"><li>- Rezoning land on Leixlip Castle Demesne is unnecessary.</li><li>- Leixlip Castle and Demesne are both listed for protection.</li><li>- The current traffic situation on the Celbridge Road is very difficult, greater planning will need to be considered to take the traffic away from the village side and on to the motorway.</li><li>- Current schools are at full capacity.</li><li>- The condition of the sewerage system in Leixlip is serious and Celbridge Road - the additional new houses would bring total standstill to the system.</li><li>- Let the Barnhall site go ahead to see how it works out.</li><li>- Included submission of May 2017 which addressed inter alia the protection of Leixlip Demesne, development of lands at the Wonderful Barn and traffic implications for same, KDA2 and linkages to the town centre and levels of land proposed for development.</li></ul>
51	Helen Cullen	<ul style="list-style-type: none"><li>- The access road for over 3000 new houses in Confey is not sufficient to carry this volume.</li></ul>
52	Nicola Jackson	<ul style="list-style-type: none"><li>- Leixlip is not able to take the 3,315 new dwellings allocated.</li><li>- The M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East are geographic physical constraints which need to be acknowledged and taken into account.</li><li>- Confey should not be re-zoned without a Masterplan. It is imperative that a masterplan guide the significant quantity of lands being rezoned to ensure the delivery of key infrastructure and community services subject to a schedule of phasing.</li><li>- Leixlip Castle Demense should not be re-zoned residential given its limitations including its cultural and heritage importance to Leixlip. The Celbridge Road is already a very busy road which cannot take any more traffic created by developing this site for residential.</li><li>- Concerned about the impact on existing services. In particular education, social and health services to children and families.</li><li>- There are already lengthy waiting lists for any services for current numbers of children requiring public health services.</li></ul>



Submission No.	Name	Summary of Issues Raised
53	Julia Healy Cunningham	<ul style="list-style-type: none"><li>- Little or no research was completed by the Planning Authority on Leixlip in general.</li><li>- Decisions were made using data that was 5 years out of date. Kildare was already the fastest growing County in Ireland in respect of population growth.</li><li>- Also the population predictions for Leixlip post developments used the average vacancy and occupancy rates for the entire County Kildare as part of the calculations, which resulted in a gross discrepancy in the projected growth of the town.</li><li>- No reference to establishing if the 'sequentially adjacent lands' are fit for purpose as residential developments referring to <i>"Adoption of a sequential approach to additional residential land use zoning objectives which shall prioritise developments of lands adjacent to town cores and public transport..."</i></li><li>- The increased height of the KDA2 site at Celbridge Road East has never been referenced as an issue, would affect height of buildings here.</li></ul>
54	Celbridge Road Action Group	<ul style="list-style-type: none"><li>- There is no long term planning evident in the proposal for Celbridge Road East such as traffic issues.</li><li>- Querying expertise of planning staff in relation to planning consultation events.</li><li>- The County Development plan which LAP should follow was not based on the upcoming National Planning Framework for the next 20 years. It only makes sense as a long-term plan if lands close to town centre and amenities are fit for purpose</li><li>- LAP should be more prescriptive.</li><li>- Development does not follow LAP and the concerns of residents. E.g. Wonderful Barn.</li><li>- There should be no apartments and nothing over 2 storeys in height in the development.</li><li>- Submissions regarding the protection of the heritage points Leixlip Castle and Leixlip Castle Demense Wall were completely ignored.</li><li>- The Wonderful Barn – now to be adjacent to 450 housing units, no clear plan of action regarding its preservation.</li><li>- Leixlip Spa – no pathway for visitors, constantly filled with sludge and waste.</li><li>- St Columba's Church – rusted iron bars and falling headstones and masonry.</li><li>- Connolly's Folly – isolated and barred off from public entry.</li></ul>
55	Valerie Colton	<ul style="list-style-type: none"><li>- Disappointed that the Minister has overturned the Democratic right of the people.</li><li>- It is premature in putting any type of housing in Confey. Collinstown is a much more viable option for these houses as it is close to the N4 and Hewlett Packard and there is a sanction for a new train station.</li></ul>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"><li>- Development in Confey needs proper planning to ensure that services and key infrastructure are provided in tandem with development.</li><li>- Confey Parish has its own problems surrounding infrastructure.</li><li>- There are inadequate parking facilities for train users to park their cars and the capacity on the trains at peak times is also a concern.</li><li>- The traffic at peak times on Captain's Hill is of major concern to residents living in Confey and the road from the Church to the bottom of the hill has little or no scope to be widened.</li><li>- There are two junior schools on Captain's Hill and with the increase and volumes of traffic up and down the hill it would pose safety issues for pedestrians as well as motorists.</li><li>- Enquired if any alternative routes other than Captain's Hill are planned for this new development accessing the N4.</li><li>- St. Catherine's Park should not be divided by any road.</li><li>- Enquired if any plans for upgrading of the R149 are in place.</li><li>- Upgrading Cope Bridge and making it two way traffic will only add to the traffic congestion with motorists not being able to access onto Captain's Hill from their estates especially during peak times.</li><li>- The Graveyard in Confey and surrounding area that is proposed for houses requires an environmental flood assessment.</li><li>- Celbridge Road East / Leixlip Castle Demesne should not be rezoned.</li></ul>
56	James O'Donnell	<ul style="list-style-type: none"><li>- The plan for 2800 extra homes seems quite acceptable.</li><li>- A masterplan is needed for the Confey lands.</li><li>- Leixlip Castle Demesne is of cultural and heritage importance and therefore should not be rezoned residential.</li><li>- How will Leixlip cope with additional traffic</li></ul>
58	Ricardo Gomes	<ul style="list-style-type: none"><li>- Leixlip's infrastructure cannot cope with 3,300 extra houses. Leixlip needs a specific longer term plan due to its landlocked nature.</li><li>- The M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East, are the geographic physical constrains which need to be taken into account.</li></ul>
59	Jennifer Ruane	<ul style="list-style-type: none"><li>- Leixlip - especially around The Wonderful Barn - simply does not have the road infrastructure to deal with either the building traffic or the traffic that the new houses will bring, traffic is already awful in the mornings.</li></ul>



Submission No.	Name	Summary of Issues Raised
61	Eavan Roche	<ul style="list-style-type: none"><li>- Appealed to Kildare County Council not to rezone the lands proposed at Confey, Co. Kildare for new residential.</li><li>- A development of this magnitude would be to the detriment of existing substandard infrastructure.</li><li>- The granting of permission to a maximum of 200 units is accepted rather than the 2000+ to 3315 proposed in Confey.</li><li>- Rezoning the lands will inevitably result in the breakdown of the existing community and will lead to serious social and economic problems.</li><li>- Urging Kildare County Council to lead by example in not rezoning, thus resulting in Meath and Fingal County Councils following suit by retaining their current zoning.</li><li>- Ministerial Direction is not infallible and is not sufficiently familiar with the area and housing of anything like the scale proposed for Confey would be disastrous.</li><li>- There are far more suitable locations in other areas of Leixlip meeting the criteria such as lands at Kellystown and also the Hewlett Packard.</li><li>- The route from Captain's Hill to the Main Street is already awful, ambulances or fire engines would be delayed on the narrow road when passing up or down Captain's Hill.</li><li>- Deleting proposed housing in the Confey area would further safeguard the proposed Orbital Motorway (to alleviate the congested M50) being routed through or close to St. Catherine's Park - and would hugely save taxpayers' money being squandered on the construction of three major bridges.</li></ul>
66	Paul Beegan	<ul style="list-style-type: none"><li>- Practically no real consideration has been given to pedestrian and/or cycling traffic.</li><li>- A foot bridge from the 2nd phase of Ryevale to Riverforest /Confey College would help provide alternative educational options with a possible reduction in unnecessary car journeys.</li><li>- A foot bridge from the amenities centre over the canal and railway to Loughnamona /Glen Easton should help with the concentration of 66 bus route to the best optimal route of Station Road.</li><li>- A dedicated lane from Castletown, through Leixlip GAA and on through Knockaulin would help divert traffic from the Green Lane and Celbridge Road, at little cost and serve 4 primary schools and a secondary school.</li><li>- The Royal Canal Greenway, in the Leixlip area remains derelict.</li><li>- The rail routes parallel to both the Royal and Grand canals are linear with in and out routes, are full on rush hours in one direction only.</li></ul>



Submission No.	Name	Summary of Issues Raised
67	Darling Egan	<ul style="list-style-type: none"><li>- Opening up a large pedestrian route through to the green area on Rinawade Rise will no doubt increase the footfall and antisocial behaviour will ultimately increase.</li><li>- Infrastructure such as schools, water and sewage are not in place.</li></ul>
73, 74	Melanie Hall, Andrew Thomas	<ul style="list-style-type: none"><li>- The target for housing in Leixlip is too high. Lands at Collinstown should be considered for rezoning and Confey is suitable for rezoning but should be subject to a master plan to ensure it is done correctly.</li><li>- Catherine's Park should not be interfered with in any way as there is no public park area in Leixlip other than St Catherine's Park.</li><li>- The land at Leixlip Demesne is not suitable for residential given its limitations including its cultural and heritage importance to Leixlip.</li><li>- The Celbridge Road is already a very busy road facilitating school runs for both primary and secondary schools.</li><li>- The Celbridge Road has residential housing on either side along its entire length and therefore it cannot be physically altered or enlarged to facilitate much more traffic.</li><li>- Suggested proceed as already agreed and then go back and conduct masterplans for Confey and Collinstown to make up additional housing needs. Proper infrastructure, and formal acknowledgement of same, must go into these areas ahead of rezoning.</li></ul>
75	Brid McCarthy	<ul style="list-style-type: none"><li>- Leixlip is not able to take the 3,315 new dwellings allocated without adequate infrastructure</li><li>- 2,800 dwellings as previously agreed is acceptable.</li><li>- The M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East are geographic physical constraints which need to be acknowledged and taken into account.</li><li>- Confey should not be re-zoned without a Masterplan. It is imperative that a masterplan guide the significant quantity of lands being rezoned to ensure the delivery of key infrastructure and community services subject to a schedule of phasing.</li><li>- Leixlip Castle Demense should not be re-zoned residential given its limitations including its cultural and heritage importance to Leixlip. The Celbridge Road is already a very busy road which cannot take any more traffic created by developing this site for residential. A community which does not have good public transport links, any public swimming school, and have limited green field areas for sports and recreation cannot afford a huge number of new houses.</li><li>- Football club / GAA club cannot cater for the numbers of children who want to join.</li><li>- An increase in the population will reduce the quality of life.</li></ul>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> <li>- Traffic congestion and water pressure will become a major daily issue.</li> </ul>
76	Joanna Beard	<ul style="list-style-type: none"> <li>- Need to consider the impact on existing services given the additional numbers of families in particular education, social and health services to children and families.</li> <li>- Current schools will likely not manage the additional number of children that would result.</li> </ul>
77	Eileen O'Kelly	<p>Material Amendment No. 2 (Lands at Confey)</p> <ul style="list-style-type: none"> <li>- No work should begin in Confey until a Master Plan is in place.</li> </ul> <p>Material Amendment No. 1 (Lands at Celbridge Road East)</p> <ul style="list-style-type: none"> <li>- The lands were raised by the dumping of soil during the M4 construction and will impact on privacy.</li> <li>- Access to the Celbridge Road East lands is unrealistic as it is directly opposite the Wonderful Barn access.</li> <li>- The proximity of the M4 will mean future residents would suffer noise and air pollution. This would be exacerbated by air traffic to Weston Airport.</li> <li>- Linkages to the town centre will be difficult due to the 100ft height difference to rear of Aldi.</li> <li>- There is inadequate sewerage and water provision for the existing population and it is not clear how the increased population would be served.</li> </ul>
78	Yvonne Caulfield	<ul style="list-style-type: none"> <li>- It is imperative that a masterplan guide the significant quantity of lands being rezoned at Confey to ensure the delivery of key infrastructure and community services subject to a schedule of phasing.</li> <li>- The M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East are the geographic physical constraints which need to be acknowledged and taken into account.</li> </ul>
79-83	Giselle Staunton, Laura Conti, Graziano Conti, Roberto Conti, Petya Conti	<ul style="list-style-type: none"> <li>- Leixlip is not able to take the 3,315 new dwellings allocated.</li> <li>- The M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East are geographic physical constraints which need to be acknowledged and taken into account.</li> <li>- Confey should not be re-zoned without a Masterplan. It is imperative that a masterplan guide the significant quantity of lands being rezoned to ensure the delivery of key infrastructure and community services subject to a schedule of phasing.</li> <li>- Leixlip Castle Demense should not be re-zoned residential given its limitations including its cultural and heritage</li> </ul>



Submission No.	Name	Summary of Issues Raised
		<p>importance to Leixlip. The Celbridge Road is already a very busy road which cannot take any more traffic created by developing this site for residential.</p> <ul style="list-style-type: none"><li>- All peak time trains arriving at Leixlip Confey are extremely busy with no seats. It is already a challenge to get out of most estates without adding more houses.</li></ul>
87	Conor Dalton	<ul style="list-style-type: none"><li>• <b>Collinstown:</b> The Regional Planning Guidelines for the GDA, the core strategy of the County Plan and the Leixlip LAP all designate the lands at Collinstown as a Major Retail Town Centre to serve northeast Kildare. Given the level of population growth provided for North Kildare the planning case for a Major Town Centre at Collinstown remains. The shortfall in residential units can be met by the MTC lands at Collinstown as part of a mixed-use development.</li><li>• <b>Material Amendment No. 1 (Lands at Celbridge Road East)</b> Topography and existing development precludes any linkages between the town centre and the Celbridge East lands. Hence the development of the lands does not constitute sequential development. Given the associated heritage impacts on the Leixlip Castle and Demesne it is submitted that Celbridge Road East lands should remain zoned for agricultural use or be developed as a public amenity.</li><li>• <b>Material Amendment No. 2 (Lands at Confey)</b> If the lands at Confey are to be zoned for development they should be subject to separate standalone Local Area Plan as opposed to a masterplan in order to ensure that the significant issues relating to infrastructure, phasing, and supporting land uses are properly addressed with an appropriate level of public consultation.</li><li>• The draft LAP indicates the residential capacity of the Confey lands to be 1,500 units across 86 hectares. This density of development is considered low and contrary to proper planning policy and the Department's own guidelines to limit urban sprawl. A residential capacity for the Confey lands of between 1,500-2,200 units would allow the housing thresholds of the core strategy to be met.</li></ul>
88	Declan Kenny	<ul style="list-style-type: none"><li>• <b>Core Strategy</b></li><li>• The National Spatial Strategy and Regional Planning Guidelines are out of date and we should now wait for the new guidelines being prepared and plan accordingly. The suggestion that Leixlip can be earmarked as a large growth town</li></ul>





Submission No.	Name	Summary of Issues Raised
		<p>with capacity for 3,300 houses is to completely misunderstand the topography of the town and its capacity to accommodate further growth. <b>Material Amendment No. 1 (Lands at Celbridge Road East)</b> Celbridge Road East/Leixlip Castle Demesne should be left intact as part of the historical demesne. the area is prone to flooding due to the drainage being impacted by construction of the M4. Vehicular access to the site from the village and pedestrian access, due to both legal (property rights) and physical constraints (steep embankments) will be difficult to provide.</p> <ul style="list-style-type: none"><li>• <b>Material Amendment No. 2 (Lands at Confey)</b> The provision of increased housing at Confey will not benefit Leixlip commercially and will only reinforce Leixlip's status as a commuter belt. St. Catherine's Park must be protected in full, and this must be taken into account when planning for any housing in Confey. Impact on services</li></ul>
90	Anthony Ghiradello	<ul style="list-style-type: none"><li>- It would be a crime against the environment to alter St. Catherine's Park.</li><li>- Leixlip Main Street is a traffic bottle neck as it is - without an expansion of the population.</li></ul>
91	Emma Corcoran	<ul style="list-style-type: none"><li>- There is no proper planning of infrastructure, schools, etc.</li><li>- Destroying a beautiful town with beautiful nature parks by housing would be detrimental to the future.</li></ul>
93	Phil Byrne	<ul style="list-style-type: none"><li>- The park is a brilliant facility and needs to be kept intact and not touched in any way for the many reasons already mentioned in many forums thus far.</li></ul>
94	Peter Gaffney	<ul style="list-style-type: none"><li>- Objects to proposed rezoning of lands at Confey</li><li>- Kildare County Council has not prepared a masterplan to be used for the proposed rezoned land:<ul style="list-style-type: none"><li>• No clear assessment of how any proposed development will impact the existing local community, local resources and amenities etc. has been provided.</li><li>• Changes to the existing public transport services and new road infrastructure to service the proposed rezoned land are not developed to a stage where it can be meaningfully considered by the local community.</li></ul></li></ul>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"><li>• Public transport is a particular area of concern as the existing services are inadequate at peak commuting times.</li><li>• Social and community infrastructure needs to be considered where land is proposed for rezoning.</li><li>- Proposed a full new housing development at Kilmacredock which is an ideal location for:<ul style="list-style-type: none"><li>• New train station</li><li>• Ease of access to J6 M4</li><li>• The construction of a pre, primary &amp; secondary school.</li><li>• A children's playground</li><li>• A youth and community centre</li><li>• A new swimming pool</li></ul></li></ul>
96	Ann Field	<ul style="list-style-type: none"><li>- St. Catherine's Park need to be protected from the threat of a road going through it.</li><li>- A master plan should be in place before any rezoning to residential and before developers/builders move in.</li><li>- Roads should be improved and multiple links to the N3 provided as outlets for the increase in traffic.</li><li>- The infrastructure should be in place before houses appear.</li><li>- Land needs to be put aside for community use, for schools, for an expansion of Confey cemetery (and drainage system), a large number of retail outlets, &amp; play areas etc.</li><li>- A bus would be required for this area so internal roads need to be linked into each of the estates so new residents do not need to drive to bus stops.</li><li>- All existing roads in the Confey area need improvements and widening and straightening before this development.</li><li>- Existing housing estates are already finding it difficult to exit during rush hours. Roundabouts/traffic lights may be a solution.</li><li>- The park also requires a new gate immediately at the pedestrian entrance as it is not ideal for wheelchair and mobility scooters.</li><li>- The park also requires a KCC employee to regularly service the Kildare area of the park.</li><li>- KCC need to place dog waste bins and human waste bins in the park with regular servicing.</li></ul>
97	Jean Mc Carthy	<ul style="list-style-type: none"><li>- Leixlip is not able to take the 3,315 new dwellings allocated.</li><li>- The M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East</li></ul>



Submission No.	Name	Summary of Issues Raised
		<p>are geographic physical constraints which need to be acknowledged and taken into account.</p> <ul style="list-style-type: none"><li>- Confey should not be re-zoned without a Masterplan. It is imperative that a masterplan guide the significant quantity of lands being rezoned to ensure the delivery of key infrastructure and community services subject to a schedule of phasing.</li><li>- Leixlip Castle Demense should not be re-zoned residential given its limitations including its cultural and heritage importance to Leixlip. The Celbridge Road is already a very busy road which cannot take any more traffic created by developing this site for residential.</li><li>- There is no infrastructure in place for the area to cope with 3000 new houses and their various needs and demands.</li><li>- The town of Leixlip and surrounding area of Confey is already a bottle neck at rush hour.</li><li>- Requesting that KCC makes contact with regard to the zoning of person's own land as recreation.</li></ul>
98	Eamonn Olwill	<ul style="list-style-type: none"><li>- It is essential that before any housing is advanced in the Confey area a master plan is prepared and full sewerage, water and road infrastructure is put in place.</li><li>- Full recognition of the unique landscape/ geographic features must be given.</li><li>- Road links in relation to the proposed housing development to the north of Cope Bridge must be fully resolved.</li><li>- Traffic must be funnelled towards the M3 or through an upgraded Kellystown Lane towards the M4.</li><li>- New road links to and from the M4 must be established as a priority to prevent serious gridlock.</li><li>- The reinstatement of the physical link to Castletown House by means of the construction of a footbridge/ cycleway over the bypass should be considered.</li><li>- Proposed locating the bridge further to the west as the location of Hewlett Packard factory makes the original route of the link problematic.</li><li>- 100 foot drop between the Celbridge Road East (KDA2) site and the town centre</li><li>- Traffic issues along Celbridge Road</li></ul>
99	James Kelly & Terence Kelly	<ul style="list-style-type: none"><li>- Objected that lands at Collinstown are zoned for Business &amp; Technology.</li><li>- Requested it is zoned for residential instead.</li><li>- Note that it would require much less infrastructure than other residential zoned sites.</li><li>- They are funded and ready to provide residential.</li></ul>



Submission No.	Name	Summary of Issues Raised
100	Mary OBrien	<ul style="list-style-type: none"><li>- St Catherine's Park should be protected and more amenities need to be put into it.</li></ul>
101	Patrick & Bernette Burgess & family	<ul style="list-style-type: none"><li>- Objected to the scale of proposed re-zoning of 80 Hectares of Confey Agricultural land.</li><li>- History of flooding in the Confey area</li><li>- Under 4.1 Core Strategy of the LAP, the issue of impact on the existing residents in the Confey Area is not specifically stated for consideration.</li><li>- The preferred SEA Alternative 5 was identified as containing a Flood Risk area, which goes against Council Policy objective 103.2</li><li>- The term "timely" is used to ensure infrastructure is in place to support the volume of new residential units, but in section 9.1.2 Waste Water it states "Any works would need to be progressed in line with Irish Water Capital Investment plans".</li><li>- Seeking the protection of St. Catherine's Park from the construction of a road</li><li>- A major link road running through St. Catherine's Park would impact the habitat of bats which are protected by law in the Republic of Ireland under the Wildlife Act 1976 and subsequent amendments and additionally protected under the EU Habitats Directive (92/43/EEC).</li><li>- Requested reducing the scale of rezoning at Confey and suggested road access option 6 as outlined in the document titled 'Outline Transport Assessment for the development of lands at Confey, Leixlip'.</li></ul>
102	Cllr Íde Cussen	<ul style="list-style-type: none"><li>- The percentage of new housing units allocated to the Metropolitan Area of Kildare needs alteration.</li><li>- Supported the adoption of Material Alterations Nos. 1 and 2 and was extremely disappointed that the Direction to prepare a revised Draft Leixlip Local Area Plan has issued, which goes against the vote of the elected members.</li><li>- Leixlip LAP with adoption of both material alterations would still deliver a required number of new housing units.</li><li>- Proposal to prepare a Masterplan should have provided sufficient intent regarding the important role of these lands for housing.</li></ul>
103	Betty O'Dwyer	<ul style="list-style-type: none"><li>- The Leixlip Local Area plan does not provide for the development and placement of proper infrastructure to cope with the increase in population into the area from the development of housing as proposed.</li><li>- There is an inadequate road network, educational facilities, and an already flawed sewerage system.</li><li>- There is no space left on the public transport system to accommodate such an explosion in population figures. Trains</li></ul>



Submission No.	Name	Summary of Issues Raised
		and buses are already at capacity.
105	Leixlip Residents Association Park	<p><b>Core Strategy:</b> Leixlip is restricted due to the particular physical and geographic constraints including; steep river valley, M4, Intel &amp; HP, Weston Airport, Collinstown and St. Catherine's Park. The LAP requires to be consistent with the CDP but CDP prepared prior to preparation of LAP. No research undertaken to determine if 3,315 was achievable. Submits that Collinstown be promoted for residential development.</p> <p><b>Material Alteration No. 2</b> Material Alteration No. 2 does not stop Confey being rezoned. A Masterplan is required to ensure that infrastructure and services are delivered in tandem with development and to protect St. Catherine's Park. A Traffic Impact Assessment should be included in a Masterplan.</p> <p><b>Material Alteration No. 1</b> The Celbridge Road East/Leixlip Demesne lands are unsuitable for rezoning for the following reasons: -</p> <ul style="list-style-type: none"> <li>• Height differences resultant from M4 construction;</li> <li>• Impact on Leixlip Castle;</li> <li>• Traffic impacts;</li> <li>• Water services constraints;</li> <li>• Noise and air pollution (M4 and Weston Airport); and</li> <li>• Difficulty in providing 'a direct route' to the town centre due to 100ft drop.</li> <li>• Woodland belt is not a replacement.</li> <li>• Submits that the Minister should consider whether he is happy to set a precedent where democracy is overruled.</li> <li>• Rezoning should not take place prior to proper investigation.</li> <li>• Overdevelopment can be just as detrimental as underdevelopment</li> <li>• Future development should take impact on surrounding areas into account</li> <li>• Remove Celbridge Road East Site (KDA2) from LAP in accordance with wishes of local residents and elected members</li> <li>• Height difference of KDA2 arising from construction of M4</li> <li>• 100 ft drop from KDA2 to the town centre via Aldi</li> </ul>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"><li>• Services should be delivered in tandem with development</li><li>• KDA2 site and impact of development on these lands on Leixlip Castle and Demesne</li><li>-</li></ul>
106	June Stanley & Vincent Cunniffe	<ul style="list-style-type: none"><li>- Requested the retention for agricultural zoning of the lands KDA2.</li><li>- Leixlip Castle and Demesne are both listed for protection in the Kildare County development Plan.</li><li>- If the land is rezoned (in KDA 2) for new residential development, it is inevitable that further lands will follow in a subsequent local Area Plan.</li><li>- The area in KDA2 has had an unresolved sewage problem for over a decade with odours continuing particularly in hot weather.</li><li>- Consideration needs to be given to the rail system. Irish Rail has already raised concerns over capacity and commuter trains are already crowded.</li><li>- Leixlip also has only one post-primary school which cannot accommodate new children.</li><li>- There does not appear to be appropriate provision for traffic management as the Celbridge road is already busy with traffic.</li><li>- All of the objections above also apply to proposed development at the Wonderful Barn.</li></ul>
107	Mark Ryan	<ul style="list-style-type: none"><li>- The rezoning of Confey should be postponed until a master plan is put in place in order to assess what level of service and infrastructure a development of this size will require.</li><li>- Opposed to road through St. Catherine's Park</li></ul>
108	Annette Olphert	<ul style="list-style-type: none"><li>- The Celbridge Road East / Leixlip Castle Demesne should not be rezoned.</li><li>- Confey should only be rezoned subject to a Masterplan.</li><li>- St Catherine's Park needs to be protected against road proposals going through it.</li></ul>
109, 111	Suzanne Hourihane , Denis Hourihane	<ul style="list-style-type: none"><li>- Objecting to Confey Development Plan. The Confey development plan will destroy the country side as well as causing major traffic problems in Leixlip/Confey.</li><li>- This plan will separate Confey from Leixlip at the other side of the canal which will cause anti-social behaviour.</li></ul>
110	Rachel Ward	<ul style="list-style-type: none"><li>- The area is already considerably congested. The plan has no traffic management strategies.</li><li>- There is no provision to increase capacity on either Dublin Bus or Irish Rail services. The Dublin Bus service is barely adequate at present and will not be able to cope with extra commuters.</li></ul>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"><li>- There is only one secondary school which will not have the capacity to cater for the new residents.</li><li>- It is already significantly difficult to access services e.g. medical services in Leixlip.</li><li>- The area is grossly lacking in any facilities for young and old alike.</li><li>- The Leixlip Castle lands and Wonderful Barn lands will be significantly diminished.</li><li>- The whole area is in danger of becoming log jammed from an access and transport point of view with a total lack of amenities.</li><li>- With so many people and so few facilities there is a danger of anti- social behaviour.</li></ul>
112	Carolyn Murphy	<ul style="list-style-type: none"><li>- Infrastructures cannot support additional housing.</li></ul>
113	Niamh Edreschi	<ul style="list-style-type: none"><li>- No infrastructure in place to accommodate such an influx of new homes.</li></ul>
114 & 120	Paula Donohue, Sean Donohue	<b>Material Alteration No. 2:</b> Vehemently opposes the level of development proposed within Confey due to: <ul style="list-style-type: none"><li>- The high level of population increase;</li><li>- No Masterplan in place;</li><li>- No phasing proposals in tandem with the delivery of required infrastructure.</li><li>- Opposed to any development that would promote constructing a road through any part of St. Catherine's Park.</li><li>- Promoting Collinstown as a suitable location for housing</li><li>- Inadequate local road network and potentially relying on a road through St. Catherine's Park;</li><li>- The new strategic housing development process excluding local input;</li><li>- Existing pressure on local school and pre-school places and inadequate social and community facilities;</li><li>- Lands around Confey are prone to flooding; and</li><li>- The creation of urban sprawl rather than quality suburban villages with quality public transport;</li></ul>
116	Marguerite Devine	<ul style="list-style-type: none"><li>- Objected to the rezoning of the lands at Confey from agricultural to residential before a full and detailed Masterplan be put in place first.</li><li>- St. Catherine's Park should be protected from a road going through it as promised and unanimously agreed by the 40</li></ul>



Submission No.	Name	Summary of Issues Raised
		member councillors of KCC twice in 2017.
117	Tom Dredge	<ul style="list-style-type: none"><li>- Objected to the rezoning of the lands at Confey without a Masterplan in place.</li><li>- St. Catherine's Park need to be safeguarded from the threat of a road going through it.</li></ul>
118	Shane Callan	<p>Magnitude of proposed rezoning is concerning. Need for Masterplan with delivery of infrastructure and services in tandem with development.</p> <ul style="list-style-type: none"><li>• <b>Material Amendment No. 2 (Lands at Celbridge Road East (KDA2))</b></li><li>- These lands were artificially raised during construction of the M4. This has not been addressed by the Council in the zoning proposals.</li><li>- Traffic implications</li><li>- Development will impact negatively on Leixlip Castle Demesne and boundary wall. The proposed 'woodland best' is not an adequate replacement.</li><li>- Linking the KDA2 lands with the town centre is very challenging due to a 100ft drop.</li><li>- The infrastructure to facilitate the development is not in place. Case in point, Irish water is not to assess its plan for Leixlip until 2019.</li><li>- The planning concerns outlined here will not be addressed at the planning permission phase. The pressures on the housing need across the country will mean that developments will/may be rushed through (like in the past) to the detriment of the local community</li><li>- Noise from M4 and Weston</li></ul>
119	Lisa Cribben	<ul style="list-style-type: none"><li>- Leixlip is not able to take the 3,315 new dwellings allocated.</li><li>- The M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East are geographic physical constraints which need to be acknowledged and taken into account.</li><li>- 2,800 residential units as previously agreed and voted on is considered acceptable.</li><li>-</li></ul>
121	Irene Loughlin	<ul style="list-style-type: none"><li>- A much longer term plan is in need to accommodate such development owing to the geographic constraints of its surrounding features.</li><li>- It is imperative to retain natural heritage and sites and cultural centres of interest such as Leixlip Castle and the</li></ul>





Submission No.	Name	Summary of Issues Raised
		<p>Wonderful barn.</p> <ul style="list-style-type: none"><li>- There is already traffic congestion in many areas of Leixlip.</li><li>- 3,315 units is far in excess of accepted proposal of 2,800</li></ul>
122	Save St Catherine's Park Group	<ul style="list-style-type: none"><li>- Wants the protection of St Catherine's Park from a road incorporated into a Master Plan.</li><li>- Suggested a Master Plan provide multiple routes from this Confey development giving access onto the N3 to facilitate the upcoming increase in traffic thus alleviating pressure for a road through the park.</li><li>- Objecting to zoning of lands at Confey from agricultural to residential without a Masterplan.</li></ul>
123	Terry Field	<ul style="list-style-type: none"><li>- A Master Plan is needed before any housing or development takes place.</li><li>- Too many houses in one area cause huge problems with busses and cars trying to park beside bus stops.</li><li>- The park should be protected from a road because it is not a suitable site.</li><li>- Another park would not go amiss to the north of the development with the volume of housing planned for Confey area.</li><li>- Schools should be built now.</li><li>- New roads to be built linking the development to the N3 to allow flow of traffic into the city as N4 cannot cope with more traffic as it is blocked every morning at peak times.</li><li>- Build a huge car park at Confey train station like the one in Dunboyne to cope with cars needing parking.</li><li>- The Liffey Valley area is a protected area. Salmon are a protected species by EU law as are bats, otters and king fishers and hen harriers.</li><li>- The hedgerows and canal is a used by animals for breeding and linkage.</li><li>- There are three legally protected plants in the park.</li><li>- Place roundabouts or traffic lights at estate entrances which are already bottlenecked.</li><li>- Collinstown was already zoned in 2010 for residential.</li><li>- Put some of the housing at Collinstown to relieve the pressure at Confey</li><li>- Flooding issues exist in the Confey area.</li><li>- Use the land and building in Hewlett Packard for high tech hub.</li><li>- Put a new train station at Collinstown.</li><li>- Traffic at Celbridge Road East (KDA2) site</li><li>- Traffic at Confey/ Cope Bridge</li></ul>



Submission No.	Name	Summary of Issues Raised
124	Denis McCarthy	<ul style="list-style-type: none"><li>- A Master Plan is necessary for Confey to include provision of infrastructure. Dissatisfaction with Minister for overlooking level of opposition to inclusion of Confey and lands at Celbridge Road East. Schools and traffic also need to be considered.</li><li>- Objecting to impact of zoning of Celbridge Road East site (KDA2) on Leixlip Castle and Demesne</li></ul>
125	Cllr Anthony Larkin	<ul style="list-style-type: none"><li>• <b>Material Amendment No. 1 (Lands at Celbridge Road East)</b> Disappointed at proposed Ministerial Direction. KDA2 should not be zoned in the Local Area Plan due to:<ul style="list-style-type: none"><li>- Both Leixlip Castle and Demesne are listed as protected in the LAP. The zoning of the lands will undermine Leixlip Castle/Demesne as the Historic Centre of Leixlip.</li><li>- Development at the Wonderful Barn and Leixlip Castle will expose the inadequate capacity of Celbridge Road, particularly at peak times.</li><li>- The access point via Pound Street may look fine on a map but it is difficult to see how it can be easily achieved if at all.</li></ul></li><li>• <b>Material Amendment No. 2 (Lands at Confey)</b> The scale of the proposal without the infrastructural capacity, including schools is what has the whole community very concerned and worried. The masterplan should be produced in advance of zoning.</li></ul>
126	Barry Mahady	<ul style="list-style-type: none"><li>• <b>Material Amendment No. 2 (Lands at Confey)</b></li><li>• Opposed to zoning of lands at Confey for various reasons including lack of consideration of wildlife, recreational use of area, flooding, increase in traffic, impact on water and wastewater, surface water</li><li>• Objecting to road proposal going through St. Catherine's Park</li><li>• Traffic at Confey/ Captain's Hill</li><li>• Residential better suited to KDA2/ Collinstown</li><li>• Objecting to any relocations of GAA to facilitate rezoning.</li></ul>
127	Michelle	<ul style="list-style-type: none"><li>- No comments 'X' being the only mark made in the submission received.</li></ul>



Submission No.	Name	Summary of Issues Raised
	McDonagh	
128	Gary McDonagh	<ul style="list-style-type: none"><li>- No comments 'X' being the only mark made in the submission received.</li></ul>
129	Brian & Deborah Murray	<ul style="list-style-type: none"><li>- No commitment to either provide additional road infrastructure and capacity or to increase public transport services that such an increase in population would necessitate.</li><li>- Leixlip traffic is already at breaking point at peak morning hours both on the M4 motorway and exiting Leixlip Village.</li><li>- Lands in Leixlip Castle Demesne should not be re-zoned residential. This site is not suitable for residential development due to its importance as a cultural/heritage site.</li><li>- No Environmental Impact Study has taken place regarding environmental and health issues such as carbon emissions and noise pollution in Leixlip Castle Demesne.</li><li>- Zoning Leixlip Castle Demesne along with the proposed development at the Wonderful Barn will result in significant increases in traffic on the Celbridge Road.</li><li>- The proposed residential rezoning of lands at Confey represents additional residential development without any consideration for infrastructure/services/traffic/ amenities.</li><li>- There is currently only one secondary school servicing the west end of Leixlip, which is inadequate to cater for the increase in population.</li><li>- There is no plan/process to integrate new residential development into existing community in Leixlip.</li><li>- Cope Bridge unable to cope with new development.</li></ul>
130	Brian Sexton	<ul style="list-style-type: none"><li>- Leixlip is not able to take the 3,315 new dwellings allocated.</li><li>- 2,800 as agreed and voted upon should be acceptable.</li></ul>
133	Siobhan Donohoe	<ul style="list-style-type: none"><li>- Confey should not be re-zoned without a Masterplan. It is imperative that a masterplan guide the significant quantity of lands being rezoned to ensure the delivery of key infrastructure and community services subject to a schedule of phasing.</li><li>- Leixlip Castle lands should not be re-zoned residential given its limitations including its cultural and heritage importance to Leixlip. The Celbridge Road is already a very busy road which cannot take any more traffic created by</li></ul>



Submission No.	Name	Summary of Issues Raised
		developing this site for residential.
134	Carl & Ciara Crehan	<p>The decision to allocate over 10% of Kildare's growth in housing to Leixlip without due consideration of the infrastructural needs including schools, roads, water, amenities and geographical constrictions of the town is a significant failing.</p> <ul style="list-style-type: none"><li>• <b>Road Transport:</b> A comprehensive traffic management plan is urgently required to consider the impacts of the proposed developments on the community.</li><li>• <b>Public Transport:</b> Improvements appear aspirational rather than being concrete measures. Rail and bus constraints</li><li>• <b>Water Services:</b> Water infrastructure, after planned investment by Irish Water, will be insufficient to address the needs of the expanded community.</li><li>• <b>Material Amendment No. 2 (Confey)</b> Confey lands should not be re-zoned without a Masterplan that properly considers the delivery of infrastructure and services, including educational, subject to phasing.</li></ul> <p><b>Material Amendment No. 1 (Celbridge Road East)</b> To allow developments at both the Wonderful Barn (KDA1) and on Leixlip Demesne (KDA2) would run counter to the strategic aims regarding Leixlip's heritage. These lands should not be re-zoned residential. Should zone lands for recreation Traffic issues</p>
135	Martin Donohoe	<ul style="list-style-type: none"><li>- Leixlip is unable to take 3,315 houses.</li><li>- Confey should not be re-zoned without a Masterplan to address key infrastructure and community services subject to a schedule of phasing.</li><li>- Leixlip Castle Demense should not be re-zoned residential given its limitations including its cultural and heritage importance to Leixlip. The Celbridge Road is already a very busy road which cannot take any more traffic created by developing this site for residential.</li></ul>
136	Paddy McDonnell	<ul style="list-style-type: none"><li>- Seeking retention of agricultural zoning at Celbridge Road East (KDA2)</li><li>- The topography of Leixlip is unique so the planned increase in population and the town's congestion will make it</li></ul>



Submission No.	Name	Summary of Issues Raised
		<p>impossible to travel efficiently.</p> <ul style="list-style-type: none"><li>- Leixlip Castle and Demesne are both listed for protection in the Kildare County development Plan.</li><li>- If the land is rezoned (in KDA 2) for new residential, it is inevitable that further lands will follow in a subsequent local Area Plan.</li><li>- The LAP proposals will entail creating a busy new exit / entrance to a single lane road for the Celbridge Road.</li><li>- The junction at Maynooth Road at Galvan's Cross is below an acceptable standard for the level of traffic already using it.</li><li>- A highly dangerous 90° angle bend had with no improvement which has caused numerous motor accidents over the past two decades, in close proximity to schools, convenience retail and other neighbourhood facilities.</li><li>- Opening up the rear of existing houses to large numbers of pedestrians and cyclists in transit to Leixlip village centre would pose new and unacceptable security risks to existing residences.</li><li>- The proposed Plan would result in adverse visual impact.</li><li>- Existing services won't cope with such rapid expansion in terms of safety, security, education and health from:<ul style="list-style-type: none"><li>• Roads</li><li>• Sewage</li><li>• Water</li><li>• Schools</li><li>• Leisure facilities</li><li>• Medical services</li></ul></li></ul>
137	Colette Coffey	<ul style="list-style-type: none"><li>- Leixlip's infrastructure will not cope with another 3,300 extra houses.</li><li>- Infrastructure should be put in place prior to the extra proposed new houses being approved.</li><li>- Commuter trains to Dublin would require additional carriages / more frequent trains and the same for Dublin Bus services.</li></ul>
[138-140]	Brian Quinn , Aislinn Murphy	<ul style="list-style-type: none"><li>- No masterplan by KCC provided for review by the local community.</li><li>- A road through the park is strongly objected.</li></ul>



Submission No.	Name	Summary of Issues Raised
141	Cllr Michael Coleman	<ul style="list-style-type: none"><li>• <b>Core Strategy</b> Requesting the delivery of 3,300 residential units for Leixlip is too much. The Core Strategy cannot be met in the interest of safety and wellbeing of existing residents. Respect must be had for local democracy.</li><li>• <b>Material Alteration No.1 (Celbridge Road East)</b> This historical area must be protected from residential zoning. The future development of the Wonderful Barn as a tourist destination would lead to traffic congestion in this area if the lands were zoned residential. Access to the town centre is hampered by the terrain. The proximity of Weston Airport would impact very negatively on any residential development in terms of noise and pollution.</li><li>• <b>Material Alteration No.2 (Confey)</b> The development at Confey, due to its size and magnitude must have a Masterplan prepared developed before zoned residential to satisfy good planning. It must be shown that proper infrastructure and services are delivered in tandem with development.</li></ul>
142	Anne Savage	<ul style="list-style-type: none"><li>- Leixlip is unable to take on the development of 3,315 new houses in terms of facilities, traffic and schools.</li><li>- Sites on the Celbridge Road are local and heritage areas which should be preserved.</li><li>- Confey should not be re-zoned without an approved masterplan by the local residents.</li></ul>
143	Muriel Clarke	<ul style="list-style-type: none"><li>- Confey needs a Masterplan before any rezoning takes place to determine level of services and infrastructure required.</li><li>- An alternative route linking the N3 - N4 is required to relieve pressure to put a road through St Catherine's Park.</li><li>- Celbridge Road East / Leixlip Castle Demesne should not be rezoned. The link for these sites to the village is not viable as there is a 100 ft drop.</li><li>- The lands in Leixlip Castle Demesne were raised during the construction of the M4, thus the lands directly overlook the neighbouring estates and any development would overlook existing houses and Leixlip Castle.</li><li>- Traffic implications along the Celbridge Road which is already a very busy road.</li><li>- The lands are inside Leixlip Castle Demesne and the boundary wall is a protected structure. A woodland belt is not a protected structure, nor a replacement for a boundary wall which is a protected historic structure.</li></ul>



Submission No.	Name	Summary of Issues Raised
144	Mark Fitzgerald	<ul style="list-style-type: none"><li>- The proposed lands at Confey should only be rezoned from agricultural to residential once a comprehensive Masterplan has been completed and approved.</li><li>- St. Catherine's Park should be protected from the possibility or suggestion that a road could be built through it</li><li>- Appropriate infrastructure and services to be considered as part of Masterplan</li></ul>
145	Kieran Rush on behalf of Ballymore Group, Brian O'Farrell, Rowan Family, Bruton Family & Newbridge SPV Ltd	<ul style="list-style-type: none"><li>• Clients own a tract of land at Confey</li><li>- Notes that the removal of the Confey lands from the total quantum of zoned lands in the plan is a large part of the reason there is now insufficient lands zoned in the plan. Requests that the review of the Leixlip Local Area Plan that is now required include the zoning of these lands.</li><li>- Also advises that his client would be happy for additional lands in their ownership, contiguous to the lands previously proposed for zoning at Confey, be zoned for residential development to make up any shortfall in the overall quantum of zoned lands (e.g., in respect of unzoned KDA2).</li><li>- Disappointed that the Minister's draft Direction instructs the Planning Authority to prepare a 'draft Local Area Plan' and considers it would replicate public participation in the plan making process and the function of the elected representatives in the making of the plan, which has already been carried out. Considers there is a great danger that the current process will be a futile exercise, generating a lot of anxiety and discord and resulting in another flawed Local Area Plan.</li><li>- Submits that the Chief Executive Officer, in his report to the Minister to be submitted under Section 31(8) of the Act, should recommend that the draft Direction be amended. as follows:  1) <i>The Planning Authority is hereby directed to take the following steps with regard to the Leixlip Local Area Plan 2017;</i> a) <i>Revise the plan to omit Material Alteration Nos 1 and 2, adopted on 20th November 2017, and to zone lands at Confey and the Celbridge Rd as proposed in the draft Leixlip Local Area Plan published in April 2017, in order to provide for residentially zoned lands in Leixlip consistent with the core strategy of the Kildare County Development Plan 2017-23 and the requirements of the s.19(2) of the Planning &amp; Development Act, 2000 (as amended).</i> b) <i>Amend CSO 1.3 (page 11) as follows;</i> <i>'To promote and support the development of a new residential and community district at Confey, Leixlip, in tandem with the delivery of high capacity public transport and necessary physical, social and economic infrastructure. A masterplan shall be prepared for Confey in consultation with local landowners and infrastructure providers to guide future</i></li></ul>



Submission No.	Name	Summary of Issues Raised
		<p><i>development, before any planning application is lodged and in any case not later than six months from the date of the adoption of the Local Area Plan. and integrated into the Leixlip Local Area Plan by way of Statutory Amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended). No development shall be permitted in the masterplan area until such time as the masterplan is integrated into the plan.'</i></p> <p>The submission also notes that:</p> <ul style="list-style-type: none"><li>- The draft Leixlip Local Area Plan had already assumed that the subject lands would be zoned in the Strategic Environmental Assessment that accompanied the plan.</li><li>- Once the lands are zoned, other infrastructure providers such as the ESB, Irish Water and Transport Infrastructure Ireland can incorporate the servicing of these lands into their capital programmes with confidence. The Local Authority itself can apply for LIHAF funding for infrastructure to support the area only after the lands are zoned. A detailed infrastructural assessment and masterplan will be needed if such a significant number of units is to be delivered in Confey in an orderly manner.</li><li>- Recommends in order to ensure that such a masterplan is prepared without undue delay, that Objective CS 1.3 of the Local Area Plan be amended to require a masterplan be prepared within six months of the adoption of the Local Area Plan and to remove the requirement for this masterplan to be formally integrated into the plan. The general public and elected representatives will continue to have an input into the shaping of the new community through the normal development control process, including both Part 8 applications that may be necessary for significant public infrastructure and through the normal third party submissions to planning applications.</li></ul>
146	Jana O'Donovan	<ul style="list-style-type: none"><li>- Opposed to zoning of lands at Confey.</li><li>- No "master plan" has been drafted by Kildare County Council for review by the local community.</li><li>- No clear assessment of how any proposed development will impact the existing local community, local resources and amenities etc. has been provided.</li><li>- Change to the existing public transport services and new road infrastructure to service the proposed rezoned land is not developed to a stage where it can be meaningfully considered by the local community.</li><li>- Public transport is a particular area of concern as the existing services are inadequate at peak commuting times. No clear plan has been provided as to how this issue would be addressed.</li><li>- A number of infrastructure changes are required to accommodate any proposed development ranging from a</li></ul>





Submission No.	Name	Summary of Issues Raised
		<p>reconstruction of Cope Bridge to the construction of a new road passing through a local public park and community football pitches and incorporating two large scale bridges.</p> <ul style="list-style-type: none"><li>- Proposed a full new housing development at Kilmacredock which is an ideal location for:<ul style="list-style-type: none"><li>• A new train station,</li><li>• Ease of access to J6 M4,</li><li>• The construction of a pre, primary &amp; secondary school,</li><li>• A much needed children's playground,</li><li>• A youth and community centre,</li><li>• A new swimming pool</li></ul></li></ul>
147	Rinawade Residents Association	<ul style="list-style-type: none"><li>• <b>Core Strategy</b> The statutory housing requirement of 3,315 new dwellings for Leixlip is excessive given its landlocked nature with the M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East. Therefore the 2,800 new dwellings for Leixlip that has already been agreed and voted upon should be acceptable as a revised allocation based on a reasonable approach. An appropriate increase in infrastructure and amenities would be needed for any increase in population.</li><li>• <b>Material Alteration No.1 (Celbridge Road East)</b> The councillors rightly voted that the lands at Leixlip Castle should not be rezoned as residential. This is part of the heritage on Leixlip and North Kildare and is of huge cultural importance also. It is also located across from the planned development at the Wonderful Barn (KDA2) which will add 450 residential units to the area in coming years. This will have a huge impact on the traffic volumes in the area. There is already significant congestion at key times of the day on this road and into the village. A traffic management study undertaken in July along the Easton Road/Green Lane is not truly reflective of the norms for traffic volumes in this part of Leixlip on a day to day basis.</li><li>• <b>Material Alteration No.2 (Confey)</b> If this land is to be rezoned, then it must be with a masterplan giving consideration to the required infrastructure</li></ul>



Submission No.	Name	Summary of Issues Raised
		needed to support residential development in this area. Again traffic management is critical.
148	Joann Keenahan	<ul style="list-style-type: none"><li>- Recognises that development is necessary but communities need to be considere</li><li>- More green open areas are needed but not buildings and roads.</li><li>- Ensure a detailed plan of proposed development (Masterplan) is in place before rezoning lands in Confey.</li></ul>
149	Tony Manahan (Manahan Planners) on behalf of the Stanley Family/ Shannon Homes (Blackrock) Ltd & Declan Brassil & Company Ltd on behalf of Shannon Homes (Blackrock) Ltd	<p>Lodging a submission relating to a site at St. Catherine's Park Lands are in private ownership, are not consistent with a 'F' (Open Space and Amenity) zoning, are not accessible to the public and do not perform any open space, amenity or recreational functions. The Leixlip Local Area Plan 2017-2023 is not in compliance with guidelines to planning authorities issued by the Minister of Housing, Planning and Local Government under Section 28 of the Planning &amp; Development Act 2000 (as amended) specifically the Development Plans Guidelines (2007). The LAP is therefore in breach of Section 31(1)(c) of the Planning &amp; Development Acts 2000-2017.</p> <p>Proposed zoning client's land at St. Catherine's Park for residential development for the following reasons:</p> <ul style="list-style-type: none"><li>o Within walking distance of Leixlip Town Centre.</li><li>o Walking distance of Confey Railway Station.</li><li>o Walking distance of bus corridors.</li><li>o Primary school (San Carlo) on Captain's hill within walking distance.</li><li>o Walking/cycling distance to Confey Community College.</li><li>o Walking distance of Leixlip Public Library.</li><li>o Bordering St Catherine's Park amenity area.</li><li>o Two minutes drive to N4/M4.</li><li>o Walking distance to all local churches.</li><li>o There is an acute shortage of housing stock for young adults who wish to relocate back to the area, particularly in Leixlip East.</li><li>o Residential development in this location will greatly boost the commercial activity in the town centre.</li><li>o The Leixlip area is earmarked for future industrial and commercial investment led by IDA Ireland.</li></ul>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"><li>○ Largest employers in the area are Intel.</li><li>○ Lands situated in Co Kildare, bordering County Dublin.</li><li>○ Lands fully serviced.</li><li>○ County Kildare sewage treatment plant is situated on the S.E. border of lands.</li><li>○ Lands comfortably above flood plains.</li><li>○ Proposed land to be accessed by Black Avenue (Southern Boundary) which also serves as access for KCC sewage treatment plant and pedestrian access to St Catherine's Park.</li><li>○ Black Avenue requires upgrading and widening. Currently the initial stretch (Leixlip Side) is too narrow to accommodate two vehicles and is operated by stop/go traffic signals. There is no public footpath or cycle lane. Proposed that the widening of Black Ave can be arranged by them.</li><li>○ Leixlip Manor is protected its ample curtilage, tree cover and sight lines to and from the old house will be completely unimpeded by this proposal. Site is substantial at 17ha and could deliver an 'appreciable' no. of units at 30-35 units/ ha</li><li>○ Accords with Sequential Approach</li><li>○ Close to facilities and amenities</li><li>○ Could arrange for widening of Black Avenue for proper carriageway, footpath, cyclepath.</li></ul> <p>Proposed zoning their land for development for the following reasons:</p> <ul style="list-style-type: none"><li>○ The planned expansion of residential development on the subject lands is consistent with the sequential approach to sustainable development as advocated in the County Development Plan and national policy guidance.</li><li>○ The development of the Confey lands is heavily dependent on major infrastructural investment and works which must be front loaded before any significant development can take place, hence the capacity of the Confey lands is significantly constrained over the life of the LAP. Development of lands for residential at St. Catherine's Park would not require as much infrastructural investment.</li><li>○ The Draft LAP does not provide for any headroom of zoned lands which is inconsistent with the 50% advocated in the Government's Guidelines on Development Plans (2007).</li></ul>



Submission No.	Name	Summary of Issues Raised
		<p>The proposed lands can be made immediately available for residential development and can complement the Confey lands which are more suitable for the longer term residential expansion of the Town.</p> <ul style="list-style-type: none"><li>○ Excellent access and services capacity are currently available at the St. Catherine's lands which are immediately adjoining and accessible to the town centre and the town's established commercial, community, educational and recreational infrastructure.</li><li>○ The proposed Eastern Access Route passes through subject lands. Residential development on the subject lands would facilitate the delivery of the Eastern Access Road. Proposed that a 26m wide reservation is retained for this road along the alignment of the existing wayleave at no cost, subject to conditions.</li><li>○ It The subject lands enjoy excellent accessibility and proximity to Leixlip town centre which can provide a critical mass of activity and population within walking distance, supporting the town centre's short and long term viability.</li><li>○ The subject lands assist in preventing the unsustainable sprawl of the town and integrate development with the existing town centre, reinforcing the function and role of the existing town centre.</li><li>○ The submission was accompanied by various maps.</li></ul>
150	Larry Keenahan	<ul style="list-style-type: none"><li>- Suggested remaining Cope Bridge in terms of infrastructure and alternative infrastructure possibly in Kellystown be put in place.</li><li>- Changing the bridge will do nothing to alleviate the volume of traffic.</li><li>- Make the bridge a two way and build a separate footbridge for locals to access amenities.</li><li>- Quality family homes rather than apartments and high rise buildings needed for Confey</li></ul>
151	Confey GAA Club	<ul style="list-style-type: none"><li>● <b>Material Alteration No. 2</b></li><li>- <b>Masterplan:</b> A development on this scale for Confey would require a separate Masterplan prior to the zoning of lands. The Masterplan should have regard to the views of the local community. The following should be shown; a road map showing the timescale, type of housing, infrastructure to be provided (schools/churches/libraries upgraded, green spaces provided, arterial road links if any required).</li><li>- <b>Transport:</b> Options such as Kellystown Lane and an outer road around Leixlip would be preferable transport links in</li></ul>



Submission No.	Name	Summary of Issues Raised
		keeping with the community feel of Confey.
152	Andrew Colton	<ul style="list-style-type: none"><li>- Objection to the zoning of land in Catherine's park and the surrounding area that is currently used for recreational and natural amenities. This area must be protected from development and any at all may infringe on the basic human rights of local residents.</li><li>- Request to thoroughly develop a master plan, Strategic Environmental Assessment for any road infrastructure proposed, Environmental Impact Assessment for any Residential Zoning and development proposed. Appropriate Assessment should also be conducted in the Catherine's Park and Lucan Demesne.</li><li>- Impact on traffic, services and facilities with increased development.</li></ul>
153	Isobel & Bruno Lucas	<ul style="list-style-type: none"><li>- Leixlip needs a specific longer term plan due to its landlocked nature.</li><li>- The M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East are the geographic physical constraints which need to be acknowledged and taken into account.</li><li>- 2,800 new dwellings for Leixlip should be acceptable.</li><li>- An increase in population and traffic without adequate infrastructure is going to have a huge negative impact on the life of people.</li></ul>
154	Mairead Beades	<ul style="list-style-type: none"><li>- Leixlip is not able to take the 3,315 new dwellings allocated.</li><li>- 2,800 houses as previously agreed is considered acceptable.</li><li>- The M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East are geographic physical constraints which need to be acknowledged and taken into account.</li><li>- Confey should not be re-zoned without a Masterplan. It is imperative that a masterplan guide the significant quantity of lands being rezoned to ensure the delivery of key infrastructure and community services subject to a schedule of phasing.</li><li>- Leixlip Castle Demense should not be re-zoned residential given its limitations including its cultural and heritage importance to Leixlip. The Celbridge Road is already a very busy road which cannot take any more traffic created by developing this site for residential.</li><li>- Leixlip needs a specific longer term plan due to its landlocked nature.</li></ul>
155	Shay & Antoinette	Any revised plan should retain the wording as set out in Material Alteration No.31 which Council members voted on, on 20 <sup>th</sup> November 2017 and should specifically state: <i>"To protect the amenity of St Catherine's Park. No road proposal</i>



Submission No.	Name	Summary of Issues Raised
	Kirk	<p><i>shall be considered by this Council through the park within this Council's ownership or jurisdiction."</i></p> <p>No road supported through St. Catherine's Park</p> <ul style="list-style-type: none"> <li>• <b>Material Alteration No.2</b> A Masterplan should be prepared prior to the lands being zoned. A number of concerns regarding the zoning of the land are set out, including: <ul style="list-style-type: none"> <li>• Limited capacity of existing rail infrastructure;</li> <li>• The Waste Water Treatment Plant at Leixlip is already at capacity and the further housing plan for Leixlip would have a major impact on this and would be potentially dangerous to the local environment; and</li> <li>• Inadequate road infrastructure;</li> <li>• Flooding issues</li> </ul> </li> </ul>
156	Leixlip Community Group	<p>The Leixlip Community Group represents concerned residents from over 15 housing estates in Leixlip West. The Draft Leixlip LAP dated Dec 2017 now needs to be adopted based on what has been agreed.</p> <ul style="list-style-type: none"> <li>• <b>Core Strategy.</b> The statutory housing requirement of 3,315 new dwellings for Leixlip is excessive given its landlocked nature with the M4 Motorway to the South, the railway and Royal Canal to the North and West and St Catherine's Park to the East. Therefore the 2,800 new dwellings for Leixlip that has already been agreed and voted upon should be acceptable as a revised allocation based on a reasonable approach.</li> <li>• <b>Material Amendment No. 2 (Confey)</b> These lands in Confey should not be re-zoned without a Masterplan that properly considers the provision of adequate infrastructure on a phased basis. A masterplan shall be prepared for Confey and integrated into the Leixlip Local Area Plan by way of statutory Amendment to the Local Area Plan.</li> <li>• <b>Material Amendment No. 1 (Celbridge Road East)</b> These lands should not be re-zoned residential. This site is not suitable for residential development given its limitations including the cultural and heritage importance to Leixlip. The site across the road will be developed</li> </ul>



Submission No.	Name	Summary of Issues Raised
		residential (KDA 1 - the wonderful barn) creating significant increases in traffic on the Celbridge road. The Celbridge road is already a very busy road facilitating school runs for both primary and secondary schools and does not have capacity for the increased residential lands.
157	Kevin Roche	<ul style="list-style-type: none"><li>- Appealed to Kildare County Council NOT to rezone the lands proposed at Confey, Co. Kildare for new residential purposes:<ul style="list-style-type: none"><li>• A development of this magnitude would be to the detriment of existing substandard infrastructure. A maximum of 200 units in Confey would be sensible.</li><li>• The proposed locations in Confey designated for housing are unsuitable. Lands instead in the Collinstown area and in and around the vacated Hewlett Packard campus would be far more suitable</li><li>• Impacts of traffic from existing and proposed development on Leixlip</li><li>• Removing the proposed housing in the Confey area from the revised Leixlip LAP Plan would further safeguard the proposed Orbital Motorway (to alleviate the congested M50) being routed through or close to St. Catherine's Park.</li></ul></li></ul>
159	Helen Dredge	<ul style="list-style-type: none"><li>• <b>Material Alteration No. 2 (Confey)</b></li><li>- Opposed to zoning of land at Confey for residential use</li><li>- Masterplan: Without the existence of a masterplan the residents of Confey and of Leixlip are being asked to accept whatever development that could take place without their prior consultation.</li><li>- Strategic Housing Development: The new Strategic Housing Development process means local opinions and concerns would not be heard with regard to developments over 100 no. houses.</li><li>- Impact of development on educational facilities, green spaces, pedestrian facilities</li><li>- Need to protect the Liffey Valley</li><li>- Transport: The local road and transport network has not sufficient capacity to provide for population growth.</li><li>- In relation to St. Catherine's Park the development of an Eastern Access Road would traverse Liffey valley and parkland and this development is totally contradictory to the key policy objectives laid out by Kildare county Council regarding open space, recreation and green structure.</li><li>- Kildare County Council has reneged on the responsibility, undertaken by them in the Strategy for the Liffey Valley</li></ul>



Submission No.	Name	Summary of Issues Raised
		<p>(OPW), to take on the task of managing the environment and controlling development in the Liffey Valley. Instead of being the driving force in implementing the policies that the Strategy upholds, it will, through the destruction of its own part of St Catherine's Park, be destroying an amenity for the residents of Leixlip and North Kildare now and for generations to come.</p> <ul style="list-style-type: none"><li>- It would also impact on pedestrian access to Liffey Valley Park at Glendale Meadows housing estate.</li></ul>
161	Killross Properties Ltd	<ul style="list-style-type: none"><li>• <b>Collinstown</b></li><li>- Killross Properties Limited is the registered owner of lands at Collinstown Leixlip, Co. Kildare ("the Killross lands"}, which have been designated to accommodate Level 2 Major Town Centre development within the County Development Plan and the Collinstown Local Area Plan 2010. Furthermore, the Killross lands, together with adjoining lands at Collinstown, have been designated for 'Major Town Centre' uses within both the Regional Planning Guidelines for the Greater Dublin Area 2010 - 2022 and the Retail Strategy for the Greater Dublin Area 2008 - 2016.</li><li>- The Draft Leixlip Local Area Plan by Kildare County Council seeks to re-designate the Killross lands from Level 2 Major Town Centre uses.</li><li>- The failure of Kildare County Council and/or the Minister, to ensure that the Leixlip Local Area Plan is drafted and adopted to be consistent with and to support Level 2 Major Town Centre uses within Leixlip/Collinstown as required by the Regional Planning Guidelines, the Retail Planning Guidelines and the current County Development Plan, is in contravention of the Council's statutory duties and functions to ensure that proper planning and sustainable development is carried out in accordance with the Regional Plans and Guidelines and the County Development Plan.</li><li>- We hereby respectfully put Kildare County Council on notice that if any decision is taken by the Council which is contrary to its own obligations under the County Development Plan, Killross Properties Limited would have no alternative but to consider all of the options advised to it in pursuit of its obligations to protect its property interest.</li></ul>
162	Mike Parle and Angela Parle.	<p><b>Material Alteration No. 1</b></p> <p>The submission seeks the retention for agricultural zoning of the lands KDA2 due to the particular physical constraints and topography in Leixlip. The production of a Masterplan document for the whole town is essential in order to achieve a good quality, reliable plan that can be welcomed.. Roads and services would be required to meet the projected needs of an increased population. If this land is rezoned (in KDA 2) for new residential it is inevitable that further lands will follow in a subsequent LAP.</p>





Submission No.	Name	Summary of Issues Raised
		<p>The road and transport infrastructure and social and community services within Leixlip are not sufficient to cater for the significant growth of the town.</p> <p>Issues relating to the opening up of rear of houses for cyclists/ pedestrians Visual impact of future development</p>
163	Tom Murray	<ul style="list-style-type: none"><li>- No any research was carried out to see if an amount of 3,300 housing units is achievable.</li><li>- The existing road infrastructure could not cope with the additional road traffic that would result</li><li>- The bridge crossing the rail line and the Grand Canal on Confey Hill road is still only one way.</li><li>- The existing drainage system on the Celbridge road is close to overload.</li><li>- There is no plan by Irish Water to provide additional sewerage in the foreseeable future.</li><li>- Planned housing on the Leixlip Demesne lands is within 800 metres of Weston Airport and adjacent to M4 motorway with no Environmental Impact Study taking place.</li><li>- It is Imperative that a Master Plan for Leixlip be produced first to prevent damaging development.</li></ul>
164	David Drinkwater	<ul style="list-style-type: none"><li>• <b>Material Amendment No. 1</b> The Celbridge Road East / Leixlip Castle Demesne lands should not be re-zoned.</li><li>• <b>Material Amendment No. 2</b> The decision of the Council not to rezone the Confey Lands until a Masterplan is in place is the correct decision. Any Masterplan would need to be detailed in the interests of proper planning. The train station currently operates at capacity at peak times and an upgrade of the type required will probably only be delivered in 12 – 15 years. The road network is also inadequate. Objects to development through St. Catherine's Park Queries the capacity of the wastewater treatment plant to cope with additional housing.</li></ul>



Submission No.	Name	Summary of Issues Raised
165, 166	Patricia Ennis, David Ennis.	<ul style="list-style-type: none"><li>- Confey needs a Masterplan before any rezoning takes place to determine the appropriate level of services and infrastructure in tandem with development.</li><li>- The estimated 1,500 housing units for Confey are grossly undervalued. A more realistic figure of 2,000 to 2,500 housing units is more an actual figure according to the standard density of 30 - 35 units per hectare.</li><li>- St Catherine's Park should be protected by a masterplan.</li><li>- Celbridge Road East / Leixlip Castle Demesne should not be rezoned.</li><li>- Pedestrian access to town centre not viable because of height difference in lands at rear of Aldi site.</li><li>- The lands in Leixlip Castle Demesne were raised during the construction of the M4, thus the lands directly overlook the neighbouring estates and any development would overlook existing houses and Leixlip Castle.</li><li>- The entrance/exit to the development combined with the entrance to the Wonderful Barn would put extra pressure on the Celbridge Road which is already a very busy road.</li><li>- The lands are inside Leixlip Castle Demesne and the boundary wall is a protected structure. A woodland belt is not a protected structure, nor is a replacement for a boundary wall.</li><li>- Leixlip is geographically unique in which any suitable lands are zoned.</li></ul>
167	Fiona Bassett	<ul style="list-style-type: none"><li>• <b>Leixlip is land</b> Opposed to level of residential development at KDA2 (Celbridge Road East) and impact on Leixlip Castle and Demesne</li><li>• Appropriate level of infrastructure should be in place prior to commencement of development including schools, roads, water, wastewater, amenities, graveyard, health facilities.</li><li>• Impact of M4 and Weston on health of residents</li><li>• Confey should only be rezoned subject to a Masterplan with infrastructure in place prior to rezoning.</li></ul>
168	Catherine Murphy TD.	<p><b>Core Strategy:</b> The allocation of 3,315 housing units to Leixlip has been made without due consideration of the capacity of the town to accommodate such a level of growth. There are physical constraints which hinder Leixlip in accommodating 3,315 new housing units including:</p> <ul style="list-style-type: none"><li>• Geography of Leixlip</li><li>• Inadequate road network capacity;</li></ul>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"><li>• Flooding in Captain's Hill area;</li><li>• The existing and future capacity on the Maynooth Rail Line.</li><li>• Querying affordability of houses with developer led approach to development and infrastructure</li><li>• Necessity of a Masterplan prior to zoning to address issues including traffic and flooding</li><li>• Constraints with River Rye and County boundary</li><li>• Impact of nearby Seveso sites to be considered on future housing</li><li>• Cycling facilities</li><li>• No time frame for Dart underground which is critically important if capacity constraints are to be addressed</li><li>• Querying what if any assessment was undertaken in relation to Leixlip Castle and Demesne in the context of zoning of lands at KDA2 (Celbridge Road East)</li><li>• Querying the availability of funding to provide for needed infrastructure</li><li>• Implications in relation to traffic</li><li>• Distance of Confey from village centre</li><li>• Limited scope for retail expansion to match increase in number of houses in Leixlip</li></ul>
169	Joseph Close	<ul style="list-style-type: none"><li>• <b>Material Amendment No. 1</b> This area is totally unsuitable for housing for the following reasons:<ul style="list-style-type: none"><li>• The land at KDA2 was radically altered during the building of the M4 motorway. This raises concerns among residents of the existing estates as regards privacy. This also means that housing units of a 2 or 3 storey size will in fact be at least an entire story higher in comparison to the adjacent estates and will completely overshadow them, blocking out a lot of natural light. The height difference increases the risk of flooding in the existing houses;</li><li>• The lands are adjacent to the M4 and there will be considerable noise levels; and</li></ul></li></ul> <p>A number of studies should be undertaken prior to rezoning being considered including a Traffic Impact Assessment, an Environmental Study, a noise study, drainage and flood risk assessment and a detailed approach to minimise the</p>



Submission No.	Name	Summary of Issues Raised
		effects of height discrepancy.
170	Anthony Doyle	<p><b>Core Strategy</b> - Leixlip is constrained geographically. A Masterplan is needed. Measures for 'quality of design' are necessary.</p> <ul style="list-style-type: none"><li>• <b>Material Amendment No. 1 (Celbridge Road East)</b> A number of concerns regarding Material Amendment No.1 are set out, including:<ul style="list-style-type: none"><li>• The M4 construction resulted in the dumping of huge quantities of surplus soil and materials causes serious level deficiencies for Celbridge Road East;</li><li>• The increased traffic along with the Wonderful Barn development will have a chaotic effect on this area;</li><li>• The Leixlip Castle boundary is being seriously downgraded and the provision of a sparse treeline is not adequate;</li><li>• The location of residential development adjacent to the M4 and close to Weston Airport is not appropriate; The 30m height difference between the Celbridge Road East site and the town centre, via Aldi, makes connectivity between the lands and the town centre very difficult.</li></ul></li></ul>



### 3 RECOMMENDATIONS IN RELATION TO THE BEST MANNER IN WHICH TO GIVE EFFECT TO THE DRAFT DIRECTION

This section sets out the Chief Executive's consideration, response and recommendations in relation to the best manner in which to give effect to the draft direction.

#### 3.1 OUTLINE OF LAP PROCESS

Kildare County Council published the Draft Leixlip Local Area Plan 2017-2023 on 10th of April 2017. The Draft LAP was on public display until 22nd May 2017.

A submission on the Draft LAP was received from the Department of Housing, Planning, Community & Local Government which advised that the Department considered the Draft LAP to be a comprehensive framework for the proper planning and sustainable development of Leixlip and for the planned future growth of housing, community and economic development in the town.

A submission from National Transport Authority (NTA) noted it was satisfied that the Draft LAP was consistent with the Transport Strategy for the Greater Dublin Area, as required under Section 19(2A) of the Planning and Development Act (as amended).

The Chief Executive's Report on submissions and observations received in respect of the Draft LAP was submitted to Members of Kildare County Council for their consideration on the 3<sup>rd</sup> July 2017.

Having considered the Draft Leixlip LAP and the Chief Executive's Report, it was resolved by the Members at a Special Meeting of Kildare County Council on 28<sup>th</sup> July 2017 to alter the Draft Leixlip LAP with 38 no. material alterations, which included, of particular relevance to the draft direction:

- **Proposed Material Alteration No. 1:**

Alterations removing the 'C: New Residential' zoning at KDA 2 (12 ha approx.) and replacing with 'I: Agriculture' zoning and deleting KDA2 Celbridge Road (East) and consequential alterations.

- **Proposed Material Alteration No. 2:**

Alterations removing the 'C: New Residential' zoning at Confey (86 ha approx.) and replacing with 'I: Agriculture' zoning with a hatched overlay indicating that the area, including the 'E Community and Education' area, will be subject to a Masterplan as per Objective CSO1.3 of the Draft LAP and consequential alterations.

The proposed Material Alterations were published and put on public display on 18th August 2017. 25 no. submissions and observations were received during the prescribed public consultation period (until 15<sup>th</sup> September 2017).



A submission on the Proposed Material Amendments to the Draft LAP was received from the Department of Housing, Planning, Community & Local Government. It advised 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 CDP and was 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 also noted that both 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 requested the Council to omit proposed Material Alterations No. 1 and No. 2 and advised where the authority does not implement the request that the Minister would be likely to consider the use of his powers to direct the planning authority accordingly under section 31 of the *Planning and Development Act 2000*, as amended.

A submission on the Proposed Amendments to the Draft LAP was also received by the NTA, which expressed concerns that Proposed Material Alterations No. 1 and No. 2 represented 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 recommended that the lands at KDA2 (Celbridge Road East) and lands at Confey maintain 'New Residential' zoning.

The Chief Executive's Report on submissions and observations received in respect of the Proposed Amendments was submitted to Members of Kildare County Council for their consideration on 12th October 2017. The Chief Executive recommended *inter alia* that Material Alteration No.1 and Material Alteration No.2 **not be adopted**. The key issues were noted as being:

- 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).

The Leixlip Local Area Plan 2017-2023 was made by the Elected Members of Kildare County Council on 20<sup>th</sup> November 2017, including Material Alterations Nos No. 1 and No.2, contrary to the recommendation of the Chief Executive and the advice of the Minister.



The Minister notified Kildare County Council on the 15th December 2017 that he was considering issuing a Direction, pursuant to Section 31 of the *Planning and Development Act 2000*, as amended, in respect of the Leixlip Local Area Plan 2017-2023 and a copy of the draft direction was included with the notification. Refer to **Section 1.1**.

## **3.2 CHIEF EXECUTIVE'S RESPONSE**

The submissions and observations received in relation to the issues raised in the notice and by the Draft Ministerial Direction are noted. Kildare County Council is extremely concerned that the implication of confirming the draft direction will mean that there will be no local area plan for Leixlip until such time as a new plan is adopted. Given the lengthy procedures involved in making a LAP, Government concerns regarding the delivery of housing and having regard to an application currently with An Bord Pleanála for strategic residential developments in Leixlip, there is a concern that significant applications for development may not be facilitated in the absence of a LAP.

In accordance with Section 31(9)(d) of the Planning and Development Act 2000, as amended, the Chief Executive makes the following recommendations in relation to the best manner in which to give effect to the draft direction.

### **3.2.1 Draft Direction and Notice**

The notice received on the 15th December 2017 (and dated 14<sup>th</sup> December) from the Minister advised Kildare County Council that the Minister had formed the provisional opinion that:

- (1) The Planning Authority had ignored or not taken account of the submissions made on his behalf in September 2017 in respect of the proposed Leixlip Local Area Plan 2017-2023; and
- (2) The plan as adopted is not in compliance with the requirements of s. 19(2) and s.31(1)(a), (b) and (c) of the Planning and Development Act, 2000 (as amended).

The notice is contradictory with the terms of the draft direction, insofar as the notice indicates that Leixlip Local Area Plan should be amended with regard to material alterations nos. 1 and 2 while the draft direction indicates that a revised local area plan is required to be prepared.

Given the urgency of the current housing situation, the imperative to fast-track the delivery process and housing proposals currently in the pipeline in Leixlip including KDA 1 (The Wonderful Barn)<sup>1</sup> and KDA 2 (Easton – off Green Lane)<sup>2</sup> (as per the adopted LAP), it is considered impractical to have no local area plan in place. To this end, it should be noted that committed and proposed residential developments on lands zoned for new residential would contribute to circa 650 residential units; KDA 3 (Leixlip Gate) could cater for circa 400 residential units, equating to circa 1,050 units from the overall unit target of 3,300. This 3,300 target incorporates a 50% headroom (see para. 2.9 of the Kildare County Development Plan 2017 – 2023). It is considered that the existing plan together with

---

<sup>1</sup> An SHD application has been lodged with An Bord Pleanála for 450 residential units.

<sup>2</sup> Planning permission has been granted for 194 houses on these lands.



the lands the subject of material alterations 1 and 2 will meet the core strategy requirements of the county development plan, and therefore there is no need for a review of the existing LAP.

It is considered that the plan making process has also undergone the necessary extensive statutory consultation process and been subject to the democratic functions of elected representatives; accordingly it is not considered necessary or appropriate to go back to first principles and prepare a revised local area plan.

It is considered that the principal concerns of the Minister, as outlined by the statement of reasons for the draft direction, can be met by amendments to the Leixlip Local Area Plan and specifically by reinstating the residential zonings for lands at KDA 2 (Celbridge Road East) and at Confey included within the Draft Leixlip Area Plan published on 10th of April 2017 but subsequently removed by Material Alteration No 1 and Material Alteration No. 2.

By amending the draft direction and limiting the Section 31 procedure to amendments to the local area plan, the plan can have effect in respect of all other matters, thereby enabling a framework for planning applications for significant housing and employment developments to be favourably considered on other lands.

### 3.2.1.1 Chief Executive's Recommendation

The Chief Executive recommends the following amendments to the draft direction:

Note: Recommended additional/amended text is shown in red. Deleted text is shown as ~~deleted~~:

(1) *This Direction may be cited as the Planning and Development (Leixlip Local Area Plan 2017-2023) Direction 2017.*

(2) *The Planning Authority is hereby directed to take the following steps with regard to the Leixlip Local Area Plan 2017-2023:*

(a) *~~The preparation of a revised Draft~~ **To amend the** Leixlip Local Area Plan **2017-2023** ~~under s.20 of the Planning & Development Act 2000 (as amended),~~ to ensure that sufficient and suitable lands are zoned for residential use to meet the statutory housing requirement of the order of 3,300 new dwellings for Leixlip as required by the Core Strategy of the Kildare County Development Plan 2017-23 **by reinstating Celbridge Road East (Material Alteration No. 1) and Confey (Material Alterations No. 2) as zoned residential lands.***

(b) *In taking such steps as are necessary to comply with (a) above, the Planning Authority shall ensure that the Leixlip Local Area Plan 2017-2023 is consistent with statutory national planning guidelines issued under s.28 of the Planning & Development Act, 2000 (as amended) including the Development Plans Guidelines (2007), the Sustainable Residential*





*Development in Urban Areas Guidelines (2009) and the Local Area Plans Guidelines (2013), particularly with regard to the following principles:*

- (i) Adoption of a sequential approach to additional residential land use zoning objectives which shall prioritise development of lands adjacent to town cores and public transport, especially rail routes and access nodes such as rail stations over locations peripheral to the town at the edge of the settlement;*
  - (ii) The integration of transport and land use planning with significant new housing development to be focused at locations proximate to high quality public transport, especially rail access, that is easily accessible to existing local infrastructure such as schools, and local services such as neighbourhood centres, in the interest of a sustainable pattern of urban development;*
  - (iii) Protection of the integrity of strategic employment lands for long-term employment and economic development related activities in accordance with national, regional and county economic policy objectives; and*
  - (iv) The phasing of new development in tandem with the delivery of required infrastructure that should be determined through a detailed infrastructural assessment and master planning process for significant new housing development areas.*
- (c) ~~The revised Draft Leixlip Local Area Plan~~ **A Masterplan for the lands at Confey** shall be published not later than **€12** months following the issuing of a Direction.*

It is submitted that the proposed amendments to the draft direction are minor in nature and can be considered under Section 31(11)(a) of the Planning and Development Act 2000, as amended. In this regard:

- **The proposed amendment of item 2(a) of the draft direction focuses on reinstating the residential zonings for lands at Celbridge Road East and at Confey and is aligned and consistent with the statement of reasons for the draft direction, and specifically items 3 – 9, as detailed below: repetition**

3. *The Planning Authority was advised in the submission made by the Department on the 15<sup>th</sup> September 2017 in relation to the Proposed Material Alterations to the Draft Leixlip Local Area Plan 2017-2023 to:*

- *Omit Proposed Material Alterations Nos.1 & 2 in order to provide for residentially zoned lands in Leixlip consistent with core strategy of the Kildare County Development Plan 2017-23 and the requirements of the s.19(2) of the Planning & Development Act, 2000 (as amended).*



4. The Planning Authority adopted the Leixlip Local Area Plan 2017-2023 on 20th November 2017 including Proposed Material Alterations Nos. 1 and 2 against the advice of the Chief Executive of the Planning Authority and the Minister.
  5. Ultimately, the Planning Authority did not comply with the advice of the submission in the making of the Leixlip Local Area Plan 2017-2023 and took insufficient account of the submission made by the Minister in failing to provide zoned residential lands sufficient to meet the housing allocation requirement of the core strategy of the Kildare County Development Plan 2017-2023. The Council is therefore in breach of Section 31(1)(a) of the Planning & Development Act, 2000 (as amended).
  6. The removal of the significant Celbridge Road East (Material Alteration No. 1) and Confey (Material Alterations No. 2) land parcels from the zoned housing lands included in the LAP resulted in a substantial reduction in the overall potential housing development in Leixlip. The quantum of housing lands was reduced to less than 40 ha with a possible housing delivery of less than 1400 new homes. This is a significant shortfall from the core strategy allocation for Leixlip in the Kildare County Development Plan 2017-23.
  7. The Planning Authority therefore failed to provide zoned residential lands in the Leixlip Local Area Plan 2017-2023 sufficient to meet the housing allocation requirement of the core strategy of the Kildare County Development Plan 2017-23. The Council is therefore in breach of Section 19(2) of the Planning & Development Act, 2000 (as amended).
  8. The Development Plans Guidelines (2007) state that zoning should 'extend out from the centre of an urban area, with undeveloped lands closest to the core and public transport routes being given preference (i.e. 'leapfrogging' to more remote areas should be avoided)' (section 4.19).
  9. Residentially zoned lands in the Leixlip Local Area Plan 2017-2023 are excessively concentrated at the periphery of the established town only on lands at the south western and western edge. The LAP does not provide for the prioritisation of development sites spatially closer to the town core and established public transport services in Leixlip and is contrary to the spatially sequential approach to zoning required by the Development Plans Guidelines (2007).
- **The proposed amendment of item 2(c) of the draft direction focuses on Confey and follows on from item 2(b)(iv) of the draft direction and items 3-9 of the statement of reasons for the draft direction. It provides an appropriate timeline for Kildare County Council to progress the necessary "detailed infrastructural assessment and master planning process" for Confey while allowing the Leixlip Local Area Plan to have effect in respect of all other matters.**



**A 12 month period is necessary in order to provide a realistic timeframe to undertake the necessary assessment and masterplanning, including *inter alia*:**

- **Undertake the necessary inter-agency consultation and agreement process;**
- **To allow sufficient time to cover necessary procurement requirements in respect of initial survey work (e.g., detailed traffic surveys), optioneering, assessment and masterplanning.**

In the event that the proposed amendments to the draft direction are considered to be material in nature, or further investigation is necessary in order to clarify any aspect of this report (furnished under subsection 31(8)), it is noted that the Minister may, under Section 31(11)(b) appoint an inspector to review matters relating to the draft direction and matters arising.

### **3.3 OTHER ISSUES**

Section 2.4 and Section 2.5 summarise the issues raised in the 170 no. submissions received. Many issues relate to the draft direction in terms of *inter alia* the content of and reasons for the draft direction including compliance with the core strategy and Material Alteration No. 1 (i.e., KDA 2 – Celbridge Road (East)) and Material Alteration No. 2 (i.e., Confey) and related matters. Other submissions raise other matters and concerns, including requests for rezoning other lands.

All these matters have been previously addressed and responded to during the plan making process.

### **3.4 CONSEQUENTIAL CHANGES**

In addition to the recommended amendments to the draft direction there are a number of consequential amendments to the Leixlip Local Area Plan 2017 - 2023 arising.

It is also noted that as the proposed amendments relate to matters previously included in the Draft Leixlip Local Area Plan, and accordingly have been considered as part of the Strategic Environmental Assessment process and Appropriate Assessment screening process.

Note: Recommended additional/amended text is shown in red.

#### **3.4.1 Amend Map No. 4 'LAP Zoning Map' – See Appendix A**

Reinstate New Residential zoning at KDA 2 - Celbridge Road (East).

Reinstate C: New Residential zoning at Confey (86 ha approx.) with a hatched overlay indicating that the area, including the 'E - Community and Education' area, to be subject to a Masterplan.



#### 4.1.2 Amend Section 4.2 and Table 4.1 (Residential Unit Assessment)

Table 4-1 Residential Unit Assessment Location of Development	Quantum of Undeveloped Land (hectares approx.)	Estimated Residential Capacity (approx. no. of Units)	Density Range** (units per hectare)
Infill	2.3	60 - 80	30-35
-KDA* 1 The Wonderful Barn	15	450 - 525	30-35
<b>KDA 2 Celbridge Road East</b>	<b>12</b>	<b>360 - 420</b>	<b>30 - 35</b>
KDA 3 Easton	9	270 - 315	30-35
KDA 4 Leixlip Gate	13	390 - 455	30-35
<b>Sub Total</b>	<b>51.3</b>	<b>1530 -1800</b>	30-35
Masterplan Lands at Confey	86	1500**	35
<b>TOTAL</b>	<b>137.3</b>	<b>3300</b>	<b>30-35</b>

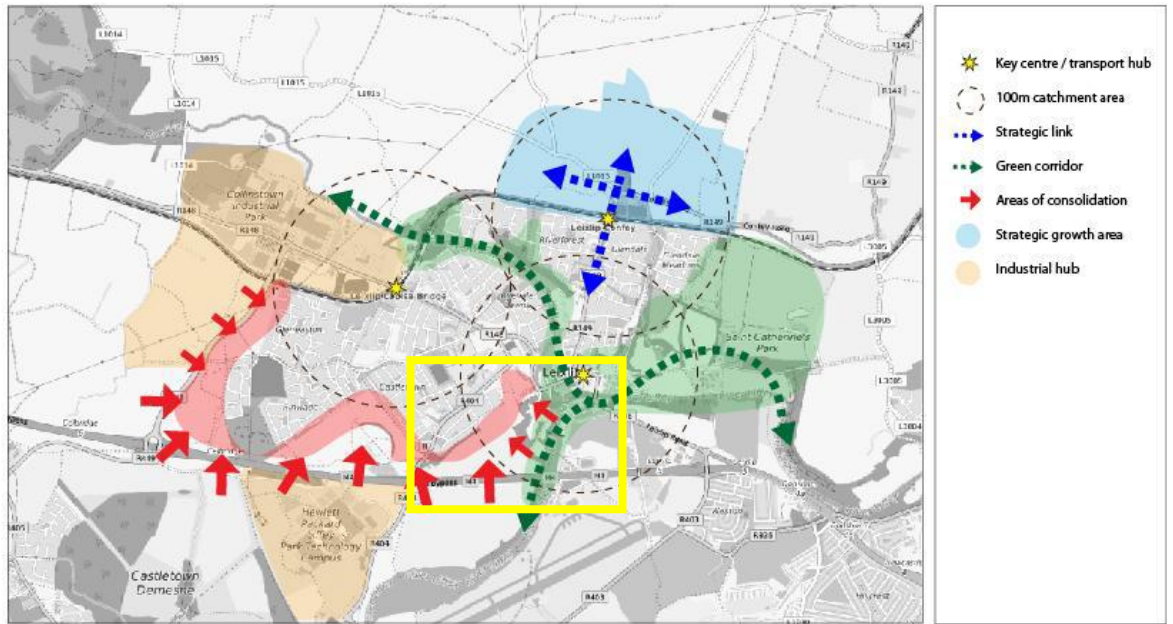
#### 3.4.3 Replace reference to '3 Key Development Areas' with '4 Key Development Areas'

Replace reference to '3 Key Development Areas' with '4 Key Development Areas' throughout the Draft Plan (in Section 4.5, Section 7.3 and Section 12.1) and renumber KDAs for Easton and Leixlip Gate throughout the document as:

- KDA 3 Easton
- KDA 4 Leixlip Gate

#### 3.4.4 Amend Figure 4.1 Core Strategy Concept Map

Amend Figure 4.1 to include KDA2 Celbridge Road (East) - as indicated by the yellow box in the figure below.



### 3.4.5 Reinstatement / Insert at Section 12.2.1 (Key Development Area 2: Celbridge Road (East))

#### 12.1.1 Key Development Area 2: Celbridge Road (East)

##### New Residential, Open Space & Amenity

This development area is located to the south of Leixlip Town, north of the M4 motorway and is part of Leixlip Castle demesne. The lands are bound by Leixlip Park and Wogan's Field to the north and by the rear of properties fronting onto Pound Street to the east. This Key Development Area is physically and visually separated from Leixlip Castle by a woodland belt. KDA 2 is approximately 12.8ha.



**Figure 12-2 KDA 2: Celbridge Road (East) Lands**

**Vision**

**To consolidate the urban area of Leixlip through new residential development delivering connectivity to the town centre.**

**Connectivity/ Movement**

Vehicular access to the development area will be via an improved access point on the Celbridge Road. Achieve pedestrian and cyclist permeability throughout the development area with the potential for linkages to Pound Street to be investigated (level differences are problematic) Design all roads and streets in accordance with the Design Manual for Urban Roads and Streets (DMURS).

**Built Form**

Create a legible development with a sense of place which understands the cultural heritage of the surrounding area. Have regard to residential amenity of existing dwellings at the perimeter, Buildings 2 – 3 storey height with transition in scale from existing residential development.

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



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

#### **Landscape and Spaces**

Building layouts will have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development.

Retain natural heritage and green infrastructure features through incorporation into areas of open space and boundaries of residential development.

### **3.4.6 Amend Section 13.2.1: Reinstate reference to KDA2**

<b>Key Development Area 2: Celbridge Road (east)</b>		
<b>Type of Infrastructure</b>	<b>Description</b>	<b>Phasing</b>
Road Upgrade	Complete vehicular junction at Celbridge Road.	To be completed prior to the commencement of development.
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1 – 100 to be completed prior to the commencement of dwelling no. 101 in KDA2. Pro-rata provision for remainder to be completed prior to the completion of development on zoned lands in KDA2.

#### **Renumber KDAs (and associated renumbering of Section 12) for Easton and Leixlip Gate as:**

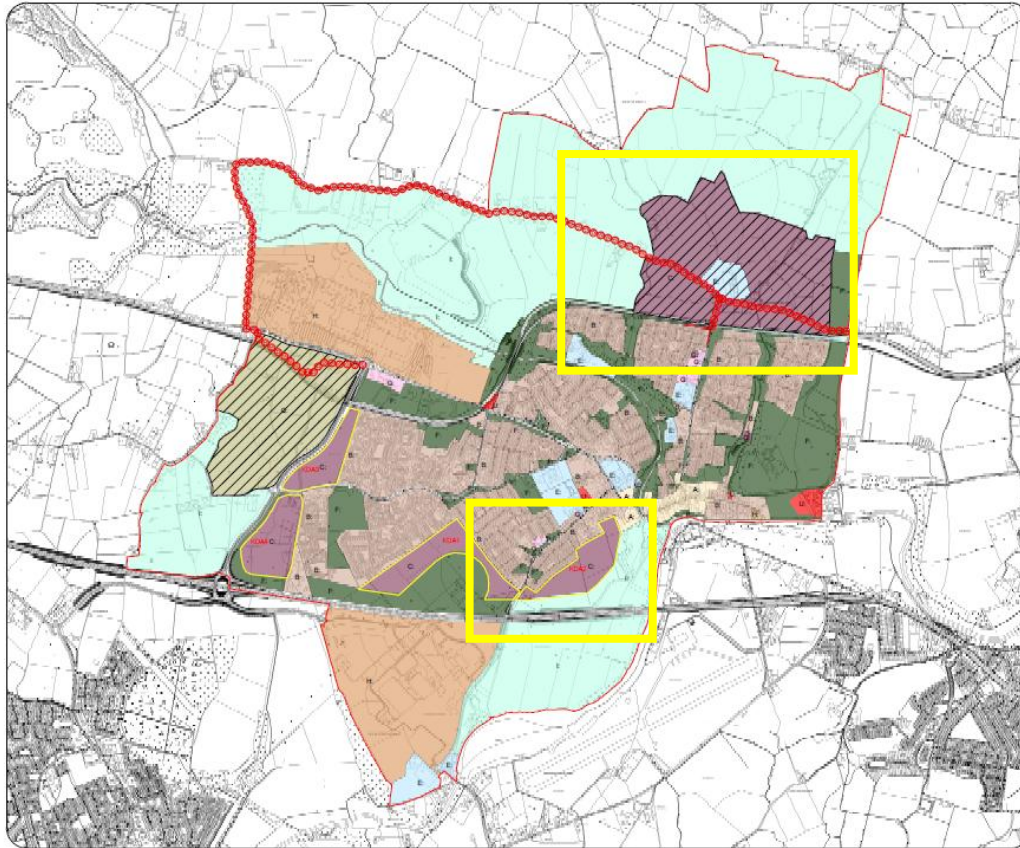
- KDA 3 Easton
- KDA 4 Leixlip Gate



## **APPENDIX A**

### **Zoning Map**





Kildare County Council  
Planning Department  
Aras Chill Dara,  
Devoy Park, Naas,  
Co Kildare

Leixlip Local Area Plan 2017-2023

**Legend**

- Road Improvements Objective
- LAP Boundary
- Subject to Masterplan
- Key Development Area (KDA)

**Leixlip LAP**

- A: Town Centre
- B: Existing Residential
- C: New Residential
- E: Community and Educational
- F: Open Space and Amenity
- G: Neighbourhood Centre
- H: Industrial and Warehousing
- I: Agriculture
- Q: Business and Technology
- U: Transport and Utilities

Scale: 1:10,000 @ A1    Map No: 4

Date: December 2017    Drawing No: MH1627arc2008FD1

©Ordnance Survey Ireland  
All rights reserved.  
Licence No: EN 0005017  
(RPS Group Ltd.)    Drawn by: N. Artega

This drawing is to be read in conjunction with the written statement