

Áras Chill Dara,  
Páirc Devoy,  
An Nás,  
25<sup>th</sup> July 2017

## **MEETING REPORT**

A meeting of Kildare County Council will be held at 10am on Friday the 28<sup>th</sup> July 2017, in the Council Chamber, Áras Chill Dara, Devoy Park, Naas.

The purpose of the meeting is to consider the Draft Leixlip Local Area Plan 2017–2023 and Chief Executive’s Report on Submissions and Observations, dated 3<sup>rd</sup> July 2017. Members may make or amend the Plan, in accordance with the recommendations set out in the Report, or otherwise.

This Report sets out the Agenda Items, including Material Alterations proposed by the Chief Executive, Councillors’ Motions and the Response and Recommendation of the Chief Executive to each Motion.

Ken Kavanagh

Meeting Administrator

Item No.	Chief Executive's Report
1	To note the Draft Leixlip Local Area Plan 2017-2023 and the Chief Executive's Report on the submissions received, dated 3 <sup>rd</sup> July 2017 and addendum.

### Chapters 1 - 4

No Proposed Material Alterations and no Motions.

Motions received in relation to KDA's and Masterplan areas are dealt with under Chapters 12 and 13.

### Chapter 5 Urban Centre and Retailing

Item No.	Motions	
2	<p><u>Motion: Councillor Larkin</u>  Policy UCR1 (Town Centre) under UCRO1.4, Add in Actions:  <i>That a public realm plan be developed for Leixlip core area.</i></p>	<p><u>Chief Executive's Response</u>  The Draft LAP already contains an Action under UCR3 (Public Realm) (pg 18) as follows:  <i>'To prepare an Urban Design and Public Realm Study for Leixlip Town Centre, to include development of a consistent palette of hard landscape materials and street furniture in the form of a set of design guidelines for the town centre; which are both sympathetic to architectural heritage and offer visual appeal'.</i></p> <p><u>Chief Executive's Recommendation</u>  No change.</p>
3	<p><u>Motion: Councillor Neville</u>  Amend UCRO1.4:  <i>To improve the accessibility of the town centre with particular emphasis on creating an environment that is accessible to a mix of</i></p>	<p><u>Chief Executive's Response</u>  The sentiment of this motion is reflected in the following objectives and actions of the Draft LAP:</p> <ul style="list-style-type: none"> <li>• Objective MTO1.2: <i>'To support cycling as a more</i></li> </ul>

	<p><i>motorists, pedestrians and cyclists. The LAP identifies the lack of car-parking and bicycle facilities in and around the town-centre to cater for the existing and future population of Leixlip.</i></p>	<p>convenient and safe method of transport through the development of new or improved cycle facilities in Leixlip’.</p> <ul style="list-style-type: none"> <li>Objective MTO1.8: ‘To provide adequate, secure and dry bicycle parking facilities at appropriate locations (i) in the town centre, and (ii) near heritage, community and amenity destinations’.</li> <li>Action under MT4: ‘To undertake a parking study of the town centre to identify suitable opportunities of on-street and off-street parking’.</li> </ul> <p>The rationale for objective UCRO1.4 is to place an emphasis on improving accessibility specifically for pedestrians and cyclists in the town centre, which will help to reduce car dependency for short journeys, thus reducing traffic.</p> <p><u>Chief Executive’s Recommendation</u> No change.</p>
4	<p><u>Motion: Councillor Neville</u> Include a new Action: <i>Identify and provide suitable sites for bicycle racks to promote town centre accessibility for cyclists.</i></p>	<p><u>Chief Executive’s Response</u> It is an Objective (MTO1.8) of the Draft Plan: <i>‘To provide adequate, secure and dry bicycle parking facilities at appropriate locations (i) in the town centre, and (ii) near heritage, community and amenity destinations’.</i></p>
5	<p><u>Motion: Councillor Caldwell</u> Identify and provide suitable sites for bicycle racks to promote town centre accessibility for cyclists.</p>	<p>It is agreed that an Action should be contained in the Plan to reflect this objective.</p> <p><u>Chief Executive’s Recommendation</u> Include a new Action under MT1: <i>Identify and provide suitable sites for bicycle racks.</i></p>
6	<p><u>Motion: Councillor Cussen</u> Add new Objective: <i>UCRO1.5: To seek recognition for Leixlip Town as a Heritage Town and promote it as such with regard to tourism, cultural recreation</i></p>	<p><u>Chief Executive’s Response</u> ‘Heritage Towns’ were created as a marketing scheme by Bord Fáilte (now Fáilte Ireland) in 1994 and the scheme is currently closed. The Draft LAP is supportive of the promotion of tourism and heritage</p>

	<i>and living.</i>	<p>related activities in Leixlip as reflected in the policies and objectives set out under EDT3, which states: <i>'It is the policy of the Council to support and facilitate existing amenities and the development of sustainable tourism infrastructure, attractions, activities and facilities in Leixlip'.</i></p> <p><u>Chief Executive's Recommendation</u> No change.</p>
7	<p><u>Motion: Councillor Cussen</u> Amend UCRO3.6: To facilitate the extension, where appropriate, of the riverside walk along the northern bank of the River Liffey from <del>Arthur Guinness Park</del> <i>William Roantree Park</i> to Liffey Bridge.</p> <p>All other references to this Park to be also amended accordingly (Also UCRO3.8. and 5.7.2) and Paragraph 3 on page 17.</p>	<p><u>Chief Executive's Response</u> It is noted that the correct name for the park adjacent to Arthur Guinness Square is William Roantree Park. It is agreed this should be amended in the Plan.</p> <p><u>Chief Executive's Recommendation</u> Amend UCRO3.6: To facilitate the extension, where appropriate, of the riverside walk along the northern bank of the River Liffey from <del>Arthur Guinness Park</del> <i>William Roantree Park</i> to Liffey Bridge.</p> <p>Reference to William Roantree Park will also be corrected in UCRO3.8, Section 5.7.2 and Section 5.3</p>
8	<p><u>Motion: Councillor Neville</u> That specific reference to Ralph's Square be made in the plan that it be upgraded to make it more desirable from a public and business perspective.</p>	<p><u>Chief Executive's Response</u> The Draft LAP contains Actions under UCR3 (pg 18) to prepare an Urban Design and Public Realm Study and to improve paving, lighting and street furniture in the town centre area. In relation to Ralph's Square, there are issues regarding ownership of the land which require clarification. It is agreed that the feasibility of upgrading Ralph's Square should be investigated in this regard.</p> <p><u>Chief Executive's Recommendation</u> Amend the second Action under UCR 3 as follows:</p>

		<ul style="list-style-type: none"> <li>To improve paving, planting, lighting and street furniture in the town centre area <i>and to investigate the feasibility of carrying out such works in Ralph's Square.</i></li> </ul>
9	<p><u>Motion: Councillor Neville</u> In the lifetime of the LAP that the old ESB shop area be renovated allowing a car-parking facility to be placed there.</p>	<p><u>Chief Executive's Response</u> It is an objective of the Draft LAP (IO4.5) to support the ESB in identifying a suitable alternative site for the relocation of the existing telecommunications mast at Mill Lane. Furthermore, it is an Action of the Plan (under MT4) to undertake a study of the town centre to identify suitable opportunities for on-street and off-street parking. It is considered premature to identify a location for parking in advance of this study being carried out. The site in question is currently being considered for infill housing development.</p>
10	<p><u>Motion: Councillor Caldwell</u> Multi-storey car park objective for the Mill Lane site on old ESB site in village.</p>	<p><u>Chief Executive's Recommendation</u> No change.</p>
11	<p><u>Motion: Councillor Cussen</u> Policy UCR4: <i>That the owners of premises on the Main Street, Leixlip be encouraged to use the Irish Language when re-doing their Shopfronts. Also that the communication from KCC be amended to include encouraged use of the Irish Language. Chapter 15 15.3.2 Shopfronts – County Development Plan 2017-2023. The use of Irish Language signage will be encouraged in the grant scheme.</i> Amend Action</p> <ul style="list-style-type: none"> <li>To continue the Kildare County Council Shop Front / Town Centre Improvement Grant Scheme <i>with an expansion of this to include Grant Scheme for Shop Front Accessibility</i>, and assist, where appropriate, with the implementation of the grant scheme.</li> <li><i>To encourage the use of the Irish Language when re-doing Shopfronts the Shop Front Grant Scheme</i></li> </ul>	<p><u>Chief Executive's Response</u> Section 15.3.2 of the County Development Plan (CDP) 2017-2023, which is the overarching policy document to the LAP, encourages the use of the Irish language in shopfronts. It states: <i>'The Council has established the Shop Front/Town Centre Improvement Grant Scheme to financially assist and support independent business owners to improve the appearance of their shopfronts/commercial properties. The use of Irish language signage will be encouraged in the grant scheme. This funding is being provided in recognition of the fact that a building's facade makes a big impact on our town centres''.</i> It is preferable to avoid unnecessary duplication of policy between the CDP and the LAP.</p> <p><u>Chief Executive's Recommendation</u> No change.</p>

<b>12</b>	<p><u>Motion: Councillor Cussen</u> That the owners of vacant premises on the Main Street, Leixlip be communicated with and advised of the Repair and Lease Grant Scheme and other Schemes as they are announced.</p>	<p><u>Chief Executive's Response</u> This is an operational matter and not appropriate for inclusion in a local area plan. The Council advertises its schemes and programmes using various media including the KCC website, newspapers, radio and Facebook/Twitter.</p> <p><u>Chief Executive's Recommendation</u> No change.</p>
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### Chapter 6 Enterprise, Economic Development & Tourism

Item No.	Chief Executive's Proposed Material Alterations
<b>13</b>	<p><b>Proposed Alteration No. 1:</b> Amend Section 6.2.1 'Supporting Existing Business' as follows: Leixlip is home to two of the largest employers in the county, Intel and Hewlett Packard. These multinational industries have long established relationships with Leixlip and have made significant investments in the development of their respective campuses at Collinstown and Barnhall. Collectively these two sites account for approximately 152 ha of industrial and warehouse zoned land in Leixlip.</p> <p>Both companies engage in continuous estate management including reconfiguration and repurposing of existing buildings on site, upgrading of site infrastructure and new build if/as required. This LAP supports the on-going operations of these significant industries and also supports further appropriate levels of <i>development and reconfiguration</i> <del>expansion</del> at the Intel and Hewlett Packard business campuses. <i>The Council will work with local and national agencies to seek to ensure the HP campus remains an integral employment hub for Leixlip.</i> All proposals will be required to take full account of the sensitivities of the receiving environment including European designated sites' conservation objectives and Intel's designation as a Seveso site.</p>
<b>14</b>	<p><b>Proposed Alteration No. 2:</b> Amend EDT03.1 as follows: To identify opportunities to improve the tourist product in Leixlip, <i>including an information/tourist office</i>, and to co-operate with the appropriate statutory agencies, private tourism sector and community groups.</p>

Items 15-24 The Wonderful Barn		
15	<p><b>Proposed Alteration No. 3:</b> Amend EDTO3.9 as follows: To promote The Wonderful Barn as an integrated tourism and amenity destination with complementary commercial uses (see Section 9 also), <i>to be informed by a detailed conservation and management plan.</i></p>	
16	<p><u>Motion: Councillor Neville</u> To promote The Wonderful Barn as an integrated tourism attraction to include the complementary commercial uses.</p>	<p><u>Chief Executive's Response</u> Agreed. This is reflected in objective EDTO3.9 and Item no. 15 above.</p> <p><u>Chief Executive's Recommendation</u> No change.</p>
17	<p><u>Motion: Councillor Cussen</u> BHO1.7 To support the implementation of the conservation plan for the restoration and management of the Wonderful Barn and associated lands in association with key stakeholders <i>and the community.</i></p>	<p><u>Chief Executive's Response</u> The Draft Plan includes a number of objectives relating to The Wonderful Barn: EDTO3.8 (heritage trails); EDTO3.9 (tourism and amenity destination); MTO1.7 (pedestrian and cycle links); MTO1.10 (pedestrian/cycle overpass of M4); MTO3.4 (improved access); BHO1.7 (conservation plan); BHO1.8 (tourism and restoration of complex) and OSO1.7 (public park).</p>
18	<p><u>Motion: Councillor Neville</u> BHO1.7: To support the implementation of the conservation plan for the restoration and management of the Wonderful Barn and associated lands in association with key stakeholders <i>and the community which would include a layer of public consultation to address any community conservation concerns regarding the proposed housing development.</i></p>	<p>A Conservation Plan is a technical document that will be prepared by or on behalf of Kildare County Council having regard to conservation best practice and Section 28 Guidelines. Public consultation will take place on foot of projects that result from this plan.</p> <p><u>Chief Executive's Recommendation</u> No change.</p>
19	<p><u>Motion: Councillor Caldwell</u> The Conservation plan for The Wonderful Barn to be open to a public layer of consultation.</p>	

20	<p><u>Motion: Councillor Larkin</u> Amend objective BHO1.8 by adding: <i>(VI) The Wonderful Barn be conserved as part of any developments within its curtilage.</i></p>	<p><u>Chief Executive's Response</u> The Wonderful Barn is a Protected Structure. It is stipulated in objective BHO1.8 that the 'immediate consolidation and eventual restoration of the historic buildings' is required.</p>
21	<p><u>Motion: Councillor Cussen</u> Amend objective BHO1.8: To promote the Wonderful Barn as an integrated tourism attraction including the restoration of the main features of the complex and its historical landscape:</p> <ul style="list-style-type: none"> <li>(vi) The re-arrangement of the existing access way <i>to merge with the historic entrance spatial sequence</i></li> <li>(vii) The integration of car parking facilities <i>(Car park facilities to be provided without reducing remaining parkland or heritage site areas).</i></li> <li>(viii) The immediate consolidation and eventual restoration of the historic buildings</li> <li>(ix) The reinstatement of the walled garden and rear courtyard</li> <li>(x) The insertion of complementary commercial uses to ensure a sustainable future for the project</li> <li><b>(xi)</b> <i>The creation and promotion of either a Discovery Park, in the Wonderful Barn Parkland for the residents of North Kildare, or a large playground on the scale of St Catherine's Park with an adjacent Skateboard park.</i></li> <li><b>(xii)</b> <i>Provision and management of a picnic area adjacent to the Discovery Park and/or Playground in the Wonderful Barn Parkland for the residents of North Kildare.</i></li> </ul>	<p>It is considered premature at this time to dictate the level of car and/or coach parking that should be provided within the grounds of The Wonderful Barn as this is subject to further evidence based assessments of the area and the Protected Structure. It is recommended that the reference to 'car' parking be deleted, to allow flexibility for bicycle, car and coach parking.</p> <p>It is agreed that a Discovery Park with uses such as a skatepark, playground and picnic area should be investigated as part of the tourism attraction at this location.</p> <p><u>Chief Executive's Recommendation</u> Amend objective BHO1.8: To promote The Wonderful Barn as an integrated tourism attraction including the restoration of the main features of the complex and its historical landscape:</p> <ul style="list-style-type: none"> <li>(i) The re-arrangement of the existing access way;</li> <li>(ii) The integration of <del>car</del> parking facilities;</li> <li>(iii) The immediate consolidation and eventual restoration of the historic buildings;</li> <li>(iv) The reinstatement of the walled garden and rear courtyard;</li> <li>(v) The insertion of complementary commercial uses to ensure a sustainable future for the project. <i>The feasibility of a Discovery Park including play facilities and a picnic area will be investigated.</i></li> </ul>
22	<p><u>Motion: Councillor Young</u> Revise BHO1.8, clause (ii) (p.57) The integration of car <i>and coach</i> parking facilities <i>into the tourist attraction to include visitor car parking as part of KDA1 zoned</i></p>	



	<i>residential lands, not encroaching on parkland or heritage structures. The overall car parking to be at least double the minimum requirement for the development KDA1.</i>	
<b>23</b>	<u>Motion: Councillor Neville</u> The creation and promotion of either a Discovery Park in the Wonderful Barn Parkland for the residents of North Kildare or a large playground. Also, the continued improvement of The Wonderful Barn parkland with the creation of a picnic area.	
<b>24</b>	<u>Motion: Councillor Neville</u> That a new Car Park at the Wonderful Barn parklands to be proposed and agreed during any planning permission for new housing at the site.	
<b>25</b>	<u>Motion: Councillor Cussen</u> Add a new Objective EDTO3.12: <i>To support, encourage and promote historical linkages with William Francis Roantree, Leixlip's Forgotten Fenian. Bord Fáilte has a plaque at his birthplace in Leixlip Main Street and a historical piece features on "Into Kildare".</i>	<u>Chief Executive's Response</u> Leixlip's connections with historical figures, such as William Francis Roantree and Arthur Guinness, are noted and this is reflected in the name of public parks and squares in the area. It is not considered necessary to stipulate this in the Draft LAP.  <u>Chief Executive's Recommendation</u> No change.

## Chapter 7 Housing and Community

Item No.	Chief Executive's Proposed Material Alterations
26	<p><b>Proposed Alteration No. 4:</b> Amend Section 7.1.1 Demographic Profile</p> <p style="text-align: center;">The Census in 2011 recorded a population of 15,452 persons for Leixlip. Preliminary results for the 2016 Census (as issued in July 2016) recorded a population increase of 5.6% in the county as a whole, and a decrease in the Leixlip Electoral Division of <del>-3%</del> <b>-0.3%</b></p>
	<p><b>Chief Executive's Note on Item 26:</b></p> <p>Since the publication of the Chief Executive's Report on submissions received to the Draft LAP, the Central Statistics Office published Small Area Population statistics (SAPS) on the 20th of July 2017 which has brought clarity to the population of Leixlip. It is therefore recommended that Section 7.1.1 (and Proposed Alteration No. 4) be amended as follows:</p> <p><del>The Census in 2011 recorded a population of 15,452 persons for Leixlip. Preliminary results for the 2016 Census (as issued in July 2016) recorded a population increase of 5.6% in the county as a whole, and a decrease in the Leixlip Electoral Division of -3%. In 2011 the age profile of the population in Leixlip was relatively young with 66.5% of the population being under 44, which is consistent with the national figure for the same age bracket. However, the age profile is older when compared to other towns in the GDA. In the last inter-census period there was also a significant increase in the proportion of population over 65 (refer to <b>Table 7-1.</b>)</del></p> <p><i>The Census in 2016 recorded a population of 15,576 for the Leixlip Electoral Division<sup>1</sup>, which represents a 0.3% decrease in population from 2011 for the same geographic area.</i></p> <p><i>In 2016 the age profile of the population of Leixlip was typical of the national average. While approximately 63% of the population is under 44, the age profile is older when compared to other towns in the GDA. In the last intercensal period there was also a significant increase in the proportion of population over 65, rising from 7.7% to 12%.</i></p>

<sup>1</sup> The Leixlip ED comprises a geographical area that is larger than the LAP boundary. The ED figure is used for population purposes as the ED boundary remained unchanged between the Censuses of 2011 and 2016 thus providing an accurate comparison, whereas due to the alterations to the 'legal town' boundary the figures for the two years are not comparable.

**Table 7.1 Age Profile of Leixlip ~~2006-2011~~ 2011-2016**

Age Bracket	2011 Population	% of Total Population 2011	National % 2011	2016	% of Total Population 2016	National % 2016
0-14	<del>3328</del> 3363	21.5%	21%	3250	21%	21.1%
15-24	<del>2131</del> 2148	14%	12%	1865	12%	12.1%
25-44	<del>4783</del> 4834	31%	32%	4709	30%	29.5%
45-64	<del>4018</del> 4062	26%	23%	3832	25%	24%
65+	<del>1192</del> 1190	7.5%	12%	1920	12%	13.3%
<b>Total</b>	<del>15,452</del> 15,597	<b>100%</b>	<b>100%</b>	<b>15,576</b>	<b>100%</b>	<b>100%</b>

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

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

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

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

**Motions**

28

Motion: Councillor Young

Amend HCO2.2, to include additional wording *in italics*: (p.33)  
To ensure that a good mix of housing types and sizes is provided in each Key Development Area to meet the needs of the population of

Chief Executive's Response

Having regard to the age profile of the Leixlip ED from Census 2016, it is agreed that specific mention for housing for older people should be included.

	Leixlip, <i>including housing designed for older people - as recommended by the Housing Agency.</i>	<p><u>Chief Executive's Recommendation</u> Amend objective HCO2.2 To ensure that a good mix of housing types and sizes is provided in each Key Development Area to meet the needs of the population of Leixlip, <i>including housing designed for older people.</i></p>
29	<p><u>Motion: Councillor Cussen</u> That Infill Sites are made public and Public Consultation process commences.</p>	<p><u>Chief Executive's Response</u> The 'infill sites' referred to in Section 4 of the Plan relate to small pockets of land dispersed throughout the plan area which are zoned residential or town centre and on which small schemes of residential units may be appropriate. This is evident from the zoning map. Such schemes come forward through the Development Management Process, or Part 8 process, which are open to public consultation.</p> <p><u>Chief Executive's Recommendation</u> No change.</p>
<b>Items 30-35 Playground/Skatepark</b>		
30	<p><u>Motion: Councillor Cussen</u> Amend objective HCO4.1 as follows: To support and facilitate the provision of multi-functional community facilities to meet the needs of the <i>increased</i> population of the Leixlip LAP area, <i>this to include provision of additional public playground facilities in Leixlip.</i></p>	<p><u>Chief Executive's Response</u> Objective HCO3.4 of the Draft LAP refers to children's play facilities and it states: "To support and facilitate the provision of children's play facilities in Leixlip, including playgrounds and a skatepark".</p> <p>It is agreed that specific reference should be made to 'inclusive' play facilities which would accord with Section 11.8.6 of the County Development Plan.</p> <p>Having regard to motions seeking the siting of play facilities at specific locations, such as The Leixlip Amenities Centre and The Wonderful Barn, it is considered appropriate that a feasibility study</p>
31	<p><u>Motion: Councillor Neville</u> To support and facilitate the provision of multi-functional community facilities to meet the needs of the population of the Leixlip LAP area, <i>this to include provision of additional Public playground facilities in Leixlip.</i></p>	

<p><b>32</b></p>	<p><u>Motion: Councillor Young</u> Amend HCO4.1 to include additional wording <i>in italics</i>: (p.37) To support and facilitate the provision of multi-functional community facilities to meet the needs of the population of the Leixlip LAP area, <i>including those with disabilities. This would include provision of additional public playground facilities in Leixlip, for which a possible site will be investigated in the grounds of the Leixlip Amenities centre.</i></p>	<p>be carried out in this regard.</p> <p><u>Chief Executive's Recommendation</u> Amend Objective HCO3.4 as follows:</p> <p>To support and facilitate the provision of children's play facilities in Leixlip, including <i>inclusive</i> playgrounds and a skatepark. <i>A feasibility study regarding the location of play facilities for all ages will be carried out.</i></p>
<p><b>33</b></p>	<p><u>Motion: Councillor Young</u> Add new point HCO4.3 (p.37) <i>To investigate the feasibility of a skatepark as part of the facilities relating to the Wonderful Barn.</i></p>	
<p><b>34</b></p>	<p><u>Motion: Councillor Cussen</u> Include a new objective HCO4.4: <i>To support and facilitate the provision of an additional playground, a playground that is inclusive, that takes cognisance of the County Development Plan regarding children with special needs. Playgrounds Chapter 11 CDP 11.8.6, SNO3 The Provision of facilities such as play areas should have regard for children with special needs.</i></p>	
<p><b>35</b></p>	<p><u>Motion: Councillor Caldwell</u> Provision of a suitable site and/or the extension of the existing playground in the Amenities with an objective to provide Leixlip with a large playground area.</p>	

Items 36-40 and Item 41(e) Swimming Pool		
36	<p><u>Motion: Councillor Coleman</u> It is an Objective of this LAP for the provision of a swimming pool for the residents of Leixlip.</p>	<p><u>Chief Executive's Response</u> Under Goal 10 of the Local Economic and Community Plan (LECP) (Community, Recreation, Heritage, Arts &amp; Culture) it is an objective to continue to plan sustainable community facilities and amenity spaces across the county. Furthermore, it is an identified action (10.1.5) to progress plans to establish a swimming pool in North Kildare. The lead agency will be Kildare County Council, along with other key stakeholders in North Kildare such as Maynooth University. This action is to be overseen by the Local Community Development Committee.</p> <p>Should proposals for a swimming pool come forward during the life of this LAP, a swimming pool is a permissible use on lands zoned 'Town Centre', 'Community &amp; Educational' and 'Open Space' in accordance with the zoning matrix set out in Table 13.3 of the Plan (Community/Recreational/Sports buildings). It is also 'open for consideration' on lands zoned 'Residential', 'New Residential', 'Neighbourhood Centre' and 'Industry'.</p> <p><u>Chief Executive's Recommendation</u> No change.</p>
37	<p><u>Motion: Councillor Cussen</u> Include a new objective HC04.3: <i>To support and facilitate the provision of a swimming pool to be built at an appropriate public site.</i></p>	
38	<p><u>Motion: Councillor Larkin</u> Under policy HC4 add HCO4.3 that the Leixlip Amenity's site be considered a swimming pool.</p>	
39	<p><u>Motion: Councillor Neville</u> Provision for a swimming pool to be built at an appropriate public site e.g. The Amenities centre or a rezoned location in the area designated Collinstown.</p>	
40	<p><u>Motion: Councillor Caldwell</u> Provision of a suitable site and the relevant zoning if appropriate with an objective to provide Leixlip with a swimming pool.</p>	
41 (a)	<p><u>Motion: Councillor Young</u> Amend Section 7.6.1 Paragraphs 1 through 3 and insert additional paragraphs; (p.35)</p> <p><i>There are 6 no. primary schools and 2 no. secondary schools within Leixlip (as set out in Table 7.3) The existing schools <del>have capacity to cater for modest population growth</del> do not have the capacity to cater for the expected population growth within the lifetime of the LAP.</i></p>	<p><u>Chief Executive's Response</u> The suggested re-wording of Section 7.6.1 is noted. The Draft Plan and Item No. 116 of this report require the provision of a primary and a post-primary school within the Confey Masterplan area. It is considered appropriate to retain Section 7.6.1 as per the Draft LAP, which is as follows:</p> <p><i>'There are 6 no. primary schools and 2 no. secondary schools within Leixlip (as set out in Table 7-3). The existing schools have capacity to</i></p>

<b>41(b)</b>	<i>The Department of Education and Skills has no current proposals to extend existing schools or provide a new school in Leixlip. However, the revised population target for Leixlip <del>may result</del> results in the need to identify and reserve sufficient land to accommodate two additional primary schools and one post primary school.</i>	<i>cater for modest population growth within the lifetime of the LAP.</i>
<b>41(c)</b>	<i><del>The LAP identifies a need for a new primary school to cater for the planned population within the Confey area.</del> The requirement for additional educational facilities will be monitored having regard to the take up on residential development land during the lifetime of the LAP and discussions with the Department of Education and Skills. In identifying suitably located lands the Council will have regard to the Development Plans: Guidelines for Planning Authorities, Appendix F (DEHLG, 2007) and the Department of Education and Skills Technical Guidance Documents for primary schools.</i>	<i>The Department of Education and Skills has no current proposals to extend existing schools or provide a new school in Leixlip<sup>2</sup>. However, the revised population target for Leixlip may result in the need to ensure that sufficient lands are reserved to accommodate two additional primary schools and one post-primary school.</i>  <i>The LAP identifies a need for a new primary school to cater for the planned population within the Confey area. The requirement for additional educational facilities will be monitored having regard to the take up on residential development land during the lifetime of the LAP and discussions with the Department of Education and Skills. In identifying suitably located lands the Council will have regard to the Development Plans: Guidelines for Planning Authorities, Appendix F (DEHLG, 2007) and the Department of Education and Skills Technical Guidance Documents for primary schools’.</i>
<b>41(d)</b>	<i>The Council will investigate the feasibility of locating a shared primary-secondary school campus in Leixlip West, including the feasibility of zoning a section of the Collinstown lands for that purpose.</i>	<i>Chief Executive’s Recommendation</i> No change.
<b>41(e)</b>	<i>The Council will investigate the feasibility of locating a public swimming pool in the Collinstown lands, in conjunction with a new residential settlement.</i>	<i>Chief Executive’s Response</i> As per response to Item no.’s 36-40.  <i>Chief Executive’s Recommendation</i> No change.
<b>41(f)</b>	<i>The Council will investigate the feasibility of locating a public childcare facility in Collinstown, in conjunction with a new residential settlement.</i>	<i>Chief Executive’s Response</i> See response to Items 98-103 in relation to Collinstown. Creches and playschools are ‘open for consideration’ on land zoned Q Business and Technology in accordance with the Zoning Matrix.

<sup>2</sup> Programme of Capital Investment in Schools (published 17<sup>th</sup> November 2016)

		<u>Chief Executive’s Recommendation</u> No change.
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Items 42-49 Permeability		
<b>42</b>	<u>Motion: Councillor Young</u> Include additional statement to MT1 – Walking and Cycling, regarding permeability; It is the policy of the Council to promote enhanced permeability for pedestrians and cyclists within the urban environment in order to improve access to the town centre, local schools, recreational facilities, shops, public transport services and other amenities, subject to local public consultation. This includes providing improved connectivity across the River Rye, Royal Canal and railway line, and enhanced links with Maynooth and Celbridge. <i>It shall be the policy of the Council that permeability between existing housing estates, and between existing housing estates and new developments, shall be provisional and in the event of adverse consequences for residents shall be subject to public consultation and / or revision.</i>	<u>Chief Executive’s Response</u> It is an objective of the County Development Plan (Section 15.8.1), the overarching policy document, that permeability through existing housing estates shall be subject to public consultation. While it is preferable to avoid unnecessary duplication of policies in both plans, it is considered reasonable to amend Policy MT1 in this regard  <u>Chief Executive’s Recommendation</u> Amend Policy MT1: It is the policy of the Council to promote enhanced permeability for pedestrians and cyclists within the urban environment in order to improve access to the town centre, local schools, recreational facilities, shops, public transport services and other amenities, subject to local public consultation. This includes providing improved connectivity across the River Rye, Royal Canal and railway line, and enhanced links with Maynooth and Celbridge. <i>Permeability projects through existing housing estates shall be subject to local public consultation.</i>
<b>43</b>	<u>Motion: Councillor Cussen</u> Amend Policy MT1 to include the following: <i>“Permeability through existing housing estates shall be subject to local public consultation”.</i>	
<b>44</b>	<u>Motion: Councillor Cussen</u> That all permeability “arrows” and “indicative lines” be removed from proposed KDA maps and that Objective Chapter 15, 15.8.1 CDP be adhered to in the event of any future development requesting permeability which would affect existing housing estates. (Ref: County Development Plan, Chapter 15 - 15.8.1 Permeability -	<u>Chief Executive’s Response:</u> The arrows and indicative lines shown on the KDA maps illustrate access and internal connections only and not into neighbouring estates. It is considered appropriate to retain these arrows and lines to guide development, promote walkable neighbourhoods and provide access, which is a key component of positive place making.



	Permeability through existing housing estates shall be subject to local public consultation).	<u>Chief Executive's Recommendation</u> No change.
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### Chapter 8 Movement and Transport

<b>45</b>	<u>Motion: Councillor Cussen</u> Amend MT01.4 – MT01.7 and MT01.9 <i>Permeability through existing housing estates shall be subject to local public consultation”.</i>	<u>Chief Executive's Response:</u> It is considered that the response given to Items 42 and 43 above adequately address this issue.  <u>Chief Executive's Recommendation</u> No change.
<b>46</b>	<u>Motion: Councillor Cussen</u> All references to permeability in the Local Area Plan to be referenced to Chapter 15; Section 15.8.1 of the County Development Plan.	
<b>47</b>	<u>Motion: Councillor Cussen</u> Amend Action within MT1: To prepare a Permeability Study for Leixlip <i>which will be subject to a full public consultation process.</i>	<u>Chief Executive's Response</u> It is considered appropriate for a permeability study to be conducted by or on behalf of the Council and brought to the Celbridge/Leixlip Municipal District for information. Any projects which arise from the permeability study will be subject to public consultation in accordance with the County Development Plan (Section 15.8.1).  <u>Chief Executive's Recommendation</u> No change.
<b>48</b>	Amend MTO1.1: To ensure all footpaths in the town provide adequate access for <del>the disabled and mobility impaired</del> <i>persons with a disability or who have impaired mobility.</i>	<u>Chief Executive's Response</u> Agreed. <u>Chief Executive's Recommendation</u> Amend MTO1.1: To ensure all footpaths in the town provide adequate access for <del>the</del>

		<del>disabled and mobility impaired</del> <i>persons with a disability or who have impaired mobility.</i>
<b>49</b>	<p><u>Motion: Councillor Cussen</u>  Amend MT01.5:  To examine the feasibility of new pedestrian / cycle links across the canal and railway that enhance walking and cycling options from residential areas and public areas <i>subject to public consultation in each instance.</i></p>	<p><u>Chief Executive's Response:</u>  It is considered that Policy MT1, as amended under Item 42 above, adequately addresses this issue. It states 'It is the policy of the Council to promote enhanced permeability for pedestrians and cyclists within the urban environment in order to improve access to the town centre, local schools, recreational facilities, shops, public transport services and other amenities, subject to local public consultation. This includes providing improved connectivity across the River Rye, Royal Canal and railway line, and enhanced links with Maynooth and Celbridge. <i>Permeability projects through existing housing estates shall be subject to local public consultation</i>'.</p> <p>Proposals in this regard will likely be brought forward through the Part 8 process which is open to public consultation.</p> <p><u>Chief Executive's Recommendation</u>  No change.</p>
<b>Items 50-54 Public Transport</b>		
<b>50</b>	<p><u>Motion: Councillor Young</u>  Add new MTO2.5 (Public Transport): (p.42)  <i>To promote and facilitate the provision of a bus link between Leixlip and Celbridge, in particular linking Louisa Bridge and Hazelhatch stations to residential areas in both towns.</i></p>	<p><u>Chief Executive's Response (and Item 54)</u>  The Transport Strategy for the Greater Dublin Area, published by the NTA for 2016-2035 provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area (GDA) over the next two decades. It also provides a transport planning policy around which other agencies involved in land use planning, environmental protection, and delivery of other infrastructure can align their investment priorities. It is considered appropriate that Council would actively engage in relation to improved public transport facilities.</p>
<b>51</b>	<p><u>MOTION: Councillor Cussen</u>  Insert new objective MT02.5  <i>To engage with the NTA, Dublin Bus, Irish Rail, Local Link and all other stakeholders to improve the provision of public transport in</i></p>	

	<i>Leixlip.</i>	<p><u>Chief Executive's Recommendation</u>  Insert new objective MT02.5  <i>To engage with the NTA, Dublin Bus, Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Leixlip including the provision of a bus link between Leixlip and Celbridge and park and ride facilities.</i></p>
<b>52</b>	<p><u>Motion: Councillor Young</u>  Add new MTO2.6 (Public Transport):  <i>To promote and facilitate the provision of a railway station at Collinstown.</i></p>	<p><u>Chief Executive's Response</u>  It is considered appropriate to liaise with Irish Rail regarding a new railway station at Collinstown.</p> <p><u>Chief Executive's Recommendation</u>  Insert new objective  <i>To liaise with Irish Rail regarding a new railway station at Collinstown.</i></p>
<b>53</b>	<p><u>Motion: Councillor Young</u>  Add new MTO2.7 (Public Transport):  <i>To promote and facilitate the provision of a bus corridor from Collinstown and along Easton Rd/ Green Lane.</i></p>	<p><u>Chief Executive's Response</u>  It is considered there is insufficient space available on the Easton Road/Green lane in this regard.</p> <p><u>Chief Executive Recommendation</u>  No change.</p>
<b>54</b>	<p><u>Motion: Councillor Young</u>  Add new MTO2.8 (Public Transport)  <i>To actively engage with the strategic restructuring of bus services in the Greater Dublin Area with the aim of getting a Bus Rapid Transit service and related bus-park-and-ride facilities in the Leixlip and Celbridge areas.</i></p>	<p><u>Chief Executive's Response</u>  This matter is dealt with under Items 50-51 above.</p> <p><u>Chief Executive Recommendation</u>  Insert new objective MT02.5  <i>To engage with the NTA, Dublin Bus, Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Leixlip including the provision of a bus link between Leixlip and Celbridge and bus park and ride facilities.</i></p>

Item No.	Chief Executive's Proposed Material Alterations
55	<p><b>Proposed Alteration No. 6:</b> To include a new Roads objective:</p> <p><i>To investigate the feasibility of a new link road from the Celbridge Road (R404) to the south of the M4 connecting to the M4 Leixlip/Celbridge Interchange in consultation with TII, NTA and other stakeholders. A feasibility study shall be subject to a Traffic Impact Assessment.</i></p>

	Motions	
56	<p><u>Motion: Councillor Larkin</u> Under MT3 Roads, Gleneaston Areas include: <i>MTO3.11: That the recommendations of the Green Lane-Easton Road Safety Assessment presented to MD January 2017 be completed in the lifetime of the plan.</i></p>	<p><u>Chief Executive's Response</u> Agreed.</p> <p><u>Chief Executive's Recommendation</u> Insert new objective under MT3 Roads as follows: <i>To implement the recommendations of the Green Lane-Easton Road Safety Assessment (January 2017) during the lifetime of the plan.</i></p>
57	<p><u>Motion: Councillor Young</u> Add new Point (iv) to MTO3.2 (p.44): <i>To include in the realignment of the R148 at Collinstown provision for the future replacement / upgrade of the canal bridge and a railway bridge to provide additional access to development lands.</i></p>	<p><u>Chief Executive's Response</u> It is considered premature to include road improvement objectives for Collinstown before a masterplan is prepared for the area. A detailed Traffic Impact Assessment will inform the masterplan and set out the necessary infrastructural improvements to be delivered in tandem with development.</p> <p><u>Chief Executive's Recommendation</u> No change.</p>
58	<p><u>Motion: Councillor Young</u> Add, at end of point (ii) of MTO3.3 (p.44) To investigate the feasibility of the following road improvement</p>	<p><u>Chief Executive's Response</u> All new roads would be designed to facilitate public transport.</p>

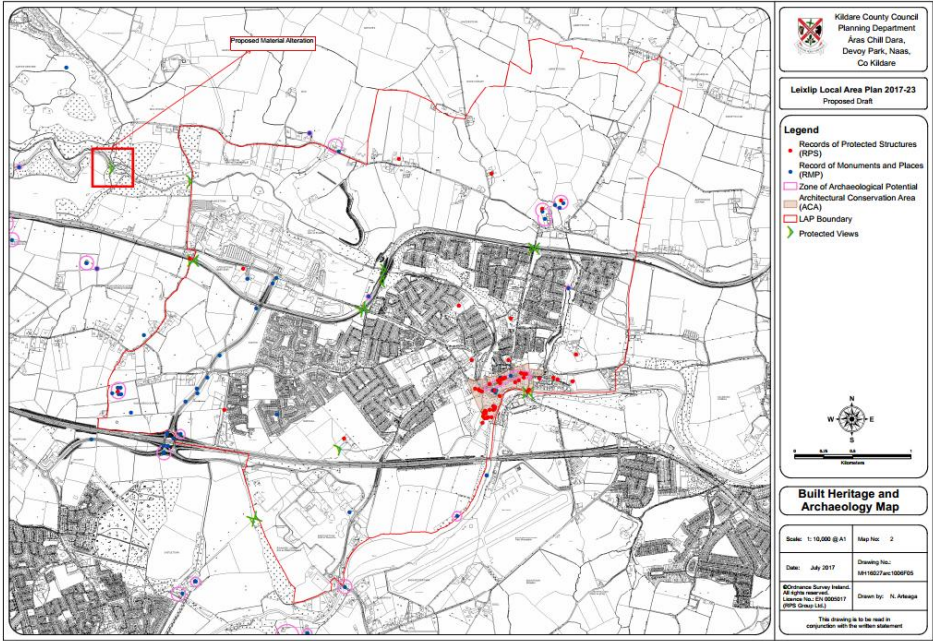
	schemes, to include an investigation of alternatives: (inter alia) (ii) The upgrading of the L1014 (Kellystown Lane) or an alternative north-south connection west of the R149 <i>to facilitate public transport.</i>	<u>Chief Executive's Recommendation</u> No change.
59	<u>Motion: Councillor Neville</u> Amend MTO3.8: To implement the recommendations of the Kildare Noise Action Plan 2013 – 2018, to seek to reduce, where necessary, the harmful effects of traffic noise, through appropriate mitigation measures to meet the best environmental options not entailing excessive cost (BATNEEC best available technology not entailing excess cost). <i>This to cover all areas in the Leixlip LAP not limited to the following of;</i> <i>KDA1 in relation to M4</i> <i>KDA2 in relation to M4</i> <i>KDA3 in relation to R149</i> <i>KDA4 in relation to M4 and R149</i>	<u>Chief Executive's Response</u> Objective MTO3.8 as per the Draft LAP refers to the entire plan area which includes the KDAs. It is considered appropriate that environmental issues pertaining to new housing areas including the KDAs are addressed through the development management process. This can involve referrals to the Environment Department of KCC and the Public Health Inspectorate of the HSE.  <u>Chief Executive's Recommendation</u> No change.
60	<u>Motion: Councillor Cussen</u> Amend MTO3.10: To ensure that all significant development proposals for KDAs and Masterplan areas are subject to Traffic Impact Assessment (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines, NRA 2014 <i>to assess the individual and cumulative impact of the planned development in the area on the strategic road network. This needs to be completed and the recommendations implemented in advance of the commencement of proposed developments. The requirement for TIA will be determined on a case by case basis.</i>	<u>Chief Executive's Response</u> It is agreed that TIAs should be required for the KDAs and this is reflected in items no. 106, 109, 111 and 113. It is considered more appropriate to deal with the recommendations of TIAs, including the timeframe for carrying out works, through the development management process on a case by case basis.  <u>Chief Executive's Recommendation</u> Amend MTO3.10: To ensure that all significant development proposals for KDAs and Masterplan areas are subject to Traffic Impact Assessment (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines, NRA 2014 <i>to assess the individual and cumulative impact of the planned development in the area on the strategic road network.</i> The requirement for TIA <i>for developments</i>

		<i>outside of the KDAs and Masterplan area</i> will be determined on a case by case basis.
<b>61</b>	<u>Motion: Councillor Neville</u> That traffic impact assessments mandatory on all KDA's to be carried out at peak traffic times and not permitted on bank holidays or during any holiday period where schools are closed.	<u>Chief Executive's Response</u> The parameters for Traffic Impact Assessments are set out in the Traffic and Transport Assessment Guidelines, published by the NRA in 2004. A TIA is required for each KDA and masterplan area, as set out in Objective MTO3.10 of the Draft Plan. It is considered appropriate that the detail contained within a TIA is addressed at development management stage.
<b>62</b>	<u>Motion: Councillor Caldwell</u> Traffic Impact Assessments mandatory on all KDA's and Masterplan Areas, to be carried out at peak traffic times and not permitted on bank holidays or during the holiday seasons. Recommendations are implemented before development commences on all KDA's and Masterplan areas.	<u>Chief Executive's Recommendation</u> No change.
<b>63</b>	<u>Motion: Councillor Cussen</u> Include new objective as MTO3.11: <i>To consider the landscaping requirements of existing and new transport networks by the planting of native species, where appropriate and to minimise the removal of existing hedgerow and mature trees in the construction of these networks.</i>	<u>Chief Executive's Response</u> Objective GIO1.3 seeks to ensure key trees, woodlands and high value hedgerows identified in the Leixlip Habitat Survey are retained and integrated into new developments. It is considered that this add4resses the sentiment of the motion.  <u>Chief Executive's Recommendation</u> No change.
<b>64</b>	<u>Motion: Councillor Cussen</u> Note: Section 8.4 (Car Parking) - Darkie Moore's public house is sold and there is a new development there.	<u>Chief Executive's Response</u> Noted. The text of Section 8.4 will be amended accordingly.  <u>Chief Executive's Recommendation</u> Amend Section 8.4 as follows: <i>Currently, there is a terraced public car park behind Darkie Moore's public house on Pound Street.</i>

**Chapter 9 Infrastructure and Environmental Services**

No Proposed Material Alterations and no Motions.


**Chapter 10 Built Heritage and Archaeology**

Item No.	Chief Executive’s Proposed Material Alterations
65	<p><b>Proposed Alteration No. 7:</b> Amend Map 2 ‘Built Heritage and Archaeology Map’ by including the following View from the County Development Plan 2017-2023:</p> <ul style="list-style-type: none"> <li>View of Rye Water from Black Bridge at Blakestown (Ref RW1 in CDP) – see map below.</li> </ul> 

Motions		
<b>66</b>	<p><u>Motion: Councillor Neville</u> To promote the restoration of the Boat-house on the River Liffey where it meets the River Rye and to include the whole area along the Liffey in Leixlip village as a place for picnics, families and river-walks.</p>	<p><u>Chief Executive's Response</u> Objective BHO1.10 of the Draft LAP adequately addresses this motion. It states: "To promote the restoration of the Boat House on the River Liffey where it meets the River Rye and to promote the area along the Liffey as a recreational amenity".</p> <p><u>Chief Executive's Recommendation</u> No change.</p>
<b>67</b>	<p><u>Motion: Councillor Cussen</u> That 33 Main Street be added to the Record of Protected Structures.</p>	<p><u>Chief Executive's Response</u> This is a matter for the review of the County Development Plan or initiation of the special procedures under Section 55 of the Planning and Development Acts, 2000 (as amended). A structure cannot be entered on the Record of Protected Structures through the Local Area Plan process. Furthermore, when proposing additions to, or deletions from, the Record of Protected Structures reasons have to be given for the addition to/deletion from the Record.</p> <p><u>Chief Executive's Recommendation</u> No change.</p>



## Chapter 11 Natural Heritage, Green Infrastructure & Strategic Open Spaces

Item No.	Chief Executive's Proposed Material Alterations
68	<p><b>Proposed Alteration No. 8:</b> Amend Figure 11.3 'Open Space in Leixlip' to include lands zoned Open Space located east of Confey Masterplan area north of the canal/railway line to reflect Zoning Map (Map below).</p> <div style="text-align: right;">  </div>

Motions		
<b>69</b>	<p><u>Motion: Councillor Cussen</u> Amend objective G101.1 To <i>protect and</i> integrate <i>existing and new</i> Green Infrastructure as an essential component of new developments and restrict development that would fragment the Green Infrastructure Network.</p>	<p><u>Chief Executive's Response</u> Agreed.</p> <p><u>Chief Executive's Recommendation</u> Amend objective G101.1 To <i>protect and</i> integrate <i>existing and new</i> Green Infrastructure as an essential component of new developments and restrict development that would fragment the Green Infrastructure Network.</p>
Items 70-74 Objective GIO1.2 / Ecology Reports (and 119-120)		
<b>70-71</b>	<p><u>Motion: Councillor Larkin &amp; Councillor Neville</u> Amend objective GIO1.2: To protect identified key Green Infrastructure and "Stepping Stone" habitats (according to their value) and enhance where possible. Site specific ecology surveys should be carried out <i>where appropriate</i> to inform proposed development and assess and mitigate potential impacts. The need for site specific ecological surveys will be <i>determined on a case by case basis required</i> as part of the planning consent process <i>to protect green infrastructure</i>.</p>	<p><u>Chief Executive's Response</u> The suggested amendments to objective GIO1.2 infer that all planning applications would require an Ecology Survey within the LAP plan boundary. It is considered that this would place a significant burden on applicants for smaller developments (e.g. domestic extensions, change of use, etc.). The objective, as worded, allows flexibility in this regard.</p> <p>The Habitat Mapping for Leixlip in Figure 11-1 of the Draft LAP and Green Infrastructure Mapping in Figure 11-2 highlight the natural heritage assets of the town.</p>
<b>72</b>	<p><u>Motion: Councillor Cussen</u> Amend objective G101.2 To protect identified key Green Infrastructure and "Stepping Stone" habitats (according to their value) and enhance where possible. Site specific ecology surveys should be carried out where appropriate to inform proposed development and assess and mitigate potential impacts. The need for site specific ecological surveys will be <i>determined on a case by case basis required</i> as part of the planning consent process <i>to protect green infrastructure</i>.</p>	<p>In relation to the KDAs, the Design Briefs in Section 12 of the Draft LAP includes a 'Landscape and Spaces' section. These include a requirement to retain natural heritage and green infrastructure features through incorporation into areas of open space and boundaries.</p> <p><u>Chief Executive's Recommendation</u> No change.</p>

73	<p><u>Motion: Councillor Caldwell</u> Ecology reports mandatory on all KDAs and Masterplan Areas.</p>	
74	<p><u>Motion: Councillor Neville</u> That Ecology reports be made mandatory on all KDAs.</p>	
<b>Items 75-77 Objective GIO1.7</b>		
75-76	<p><u>Motion: Councillor Cussen &amp; Councillor Neville</u> Amend objective G101.7 To seek to preserve, protect and enhance trees (including woodlands) of special amenity, nature conservation or landscape value <i>at the following locations and ensure they are actually managed to ensure their continued longevity:</i></p> <ul style="list-style-type: none"> <li><i>St Catherine's Park</i></li> <li><i>The Black Avenue</i></li> <li><i>Leixlip Castle Demense</i></li> <li><i>Newtown House, Captain's Hill</i></li> <li><i>In grounds of Leixlip House, adjoining public open space at Rye River Estate</i></li> <li><i>Both sides of the aqueduct embankment</i></li> <li><i>Sileachainn Valley, between fire station and Glendale Meadows</i></li> <li><i>East side of laneway to Leixlip Gate</i></li> <li><i>Marshfield House, Mill Lane</i></li> <li><i>Open space adjacent to Rye water at Rye River Estate</i></li> <li><i>Along north bank of Canal, Collinstown</i></li> <li><i>Between River Forest and Ryevale Lawns</i></li> <li><i>Trees along Main Street</i></li> <li><i>Ryevale House and adjoining public open space at Ryevale Lawns.</i></li> </ul>	<p><u>Chief Executive's Response</u> Agreed.</p> <p><u>Chief Executive's Recommendation</u> Amend objective G101.7 To seek to preserve, protect and enhance trees (including woodlands) of special amenity, nature conservation or landscape value <i>including at the following locations:</i></p> <ul style="list-style-type: none"> <li><i>St Catherine's Park</i></li> <li><i>The Black Avenue</i></li> <li><i>Leixlip Castle Demense</i></li> <li><i>Newtown House, Captain's Hill</i></li> <li><i>In grounds of Leixlip House, adjoining public open space at Rye River Estate</i></li> <li><i>Both sides of the aqueduct embankment</i></li> <li><i>Sileachain Valley, between fire station and Glendale Meadows</i></li> <li><i>East side of laneway to Leixlip Gate</i></li> <li><i>Marshfield House, Mill Lane</i></li> <li><i>Open space adjacent to Rye water at Rye River Estate</i></li> <li><i>Along north bank of Canal, Collinstown</i></li> <li><i>Between River Forest and Ryevale Lawns</i></li> <li><i>Trees along Main Street</i></li> <li><i>Ryevale House and adjoining public open space at Ryevale Lawns.</i></li> </ul>

77	<p><u>Motion: Councillor Caldwell</u>  Insert back in the 14 specific locations around Leixlip where trees and woodlands are to be maintained and protected.</p>	
78	<p><u>Motion: Councillor Young</u>  Amend GIO1.8. Delete existing wording and replace with the following: (p.71)  <del>To seek to protect trees with a particular local amenity or conservation value.</del> <i>To prohibit development where it is likely that damage would be caused to trees protected by a Tree Protection Objective or to those which have a particular local amenity or nature conservation value. Development that requires the felling of mature trees of amenity value, conservation value or special interest notwithstanding the fact that they may not be listed in this plan, will be discouraged.</i></p>	<p><u>Chief Executive's Response</u>  The suggested re-wording of GIO1.8 is noted. It is considered that the wording of the objective as per the Draft LAP, in conjunction with objective GIO1.7, is clear and unambiguous in its protection of trees that have a local amenity or conservation value.</p> <p><u>Chief Executive's Recommendation</u>  No change.</p>
79 & 104	<p><u>Motion: Councillor Young</u>  Insert new GIO1.11 (p.71):  <i>To open discussion with the OPW and / or other relevant state agencies with a view to the procurement of lands currently in private ownership between Silleachán Valley, existing housing estates and the Black Avenue and the integration of these lands into St Catherine's Park.</i></p>	<p><u>Chief Executive's Response</u>  The sentiment of the motion is agreed and it is recommended that a new objective be included in the plan accordingly. Item 104 of this report refers also.</p> <p><u>Chief Executive's Recommendation</u>  Insert new objective GIO1.11  <i>To examine the feasibility of extending St. Catherine's Park on lands between Sileachán Valley, existing housing estates and Black Avenue and to liaise with the OPW and/or other relevant state agencies in this regard.</i></p>
<b>Items 80 – 85 St. Catherine's Park</b>		
80	<p><u>Motion: Councillor Cussen</u>  Add a new Objective G101.10  <i>It is the policy of Kildare Co Council to preserve intact St Catherine's</i></p>	<p><u>Chief Executive's Response</u>  St. Catherine's Park is shared between the local authorities of Kildare, Fingal and South Dublin County Councils. A small section of</p>

	<i>Park, to continue to develop its amenities and to protect it in its entirety.</i>	the park is located within County Kildare. To include a statement in the Local Area Plan which would refer to the entirety of St. Catherine's Park would be <i>ultra vires</i> the powers of the Planning Authority.
<b>81</b>	<u>Motion: Councillor Young</u> Insert new GIO1.10 (p.71): <i>To preserve intact St. Catherine's Park, including the preservation of its amenities and to protect the Park it in its entirety from road encroachment or construction unrelated to public recreational facilities.</i>	The section of St. Catherine's Park in County Kildare is included in the Plan as a key local biodiversity area and a key element of the town's Green Infrastructure. It is included in Figures 11-1 and 11-2 which refer to Habitat and Green Infrastructure mapping. Furthermore, it is a policy of the Plan to 'protect, enhance and further develop the Green Infrastructure network in Leixlip to provide a shared space for amenity, recreation and biodiversity' (Policy GI1) which includes <i>inter alia</i> St. Catherine's Park.
<b>82</b>	<u>Motion: Councillor Caldwell</u> We oppose any road through St. Catherine's Park. This is a very important park to our area.	
<b>83</b>	<u>Motion: Councillor O'Neill</u> That the LAP for Leixlip explicitly protects the St. Catherine's Park and ensures that there will be no road or indicative line is made through this park.	The Leixlip LAP does not include an objective to provide a road through St. Catherine's Park. It is noted that it is an intention of the National Transport Authority's Transport Strategy for the Greater Dublin Area 2016-2035 to: "Enhance orbital movement outside of the M50 C-Ring, between the N3, the N4 and N7 national roads, by widening existing roads and the development of new road links".
<b>84</b>	<u>Motion: Councillor Neville</u> That we insert into the LAP that it would be our policy to object to any link road going through St Catherine's Park that would limit access and spoil our public park.	The current County Development Plans for Fingal, South Dublin and Kildare include objectives relating to linking the N3 and the N4, reflecting the statement contained in the Transport Strategy.
<b>85</b>	<u>Motion: Councillor Caldwell</u> MTO policy amendment re: protecting St Catherine's Park from incursion of any road.	While both Fingal and South Dublin show indicative routes, no route selection process has commenced and therefore there is no determined route, no detailed design, no leading agency and no funding identified for such a road to date. Any final line of the road will be subject to evidence based investigations, including detailed environmental assessments such as Environmental Impact Assessment and Appropriate Assessment. Determination of any route will require a commitment at national level in terms of process and funding. Any such process will most likely be decided on by An

		<p>Bord Pleanála and will be open to full public consultation. To date this process has not commenced.</p> <p>It is agreed that the Draft Plan should include a specific objective in relation to the protection of St. Catherine’s Park (the section located in Co. Kildare) and to provide for its continued use as a public amenity.</p> <p><u>Chief Executive’s Recommendation</u>  Insert new GIO1.10:  <i>To seek to protect, preserve and develop St. Catherine's Park as a public amenity.</i></p>
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### Chapter 12 Key Development Areas / Masterplan Areas

Items 86-90 and Item 110 KDA 2 Celbridge Road (East)		
<b>86</b>	<p><u>Motion: Councillor Larkin</u>  That the KDA 2 be removed from the Leixlip Draft Plan.  Reasons:</p> <ol style="list-style-type: none"> <li>1. Site contained inside the protected Castle and Demesne.</li> <li>2. Castle already compromised by motorway already divides the lands.</li> <li>3. Congestion on Celbridge road.</li> <li>4. Site layout with varying heights not suitable for housing.</li> <li>5. If granted and future zoning could erode Castle as a viable public amenity.</li> </ol>	<p><u>Chief Executive’s Response</u>  KDA2 (Celbridge Road East) is 12 hectares in extent and has a housing unit allocation of 360-420. It is one of a number of KDAs outlined in the Draft Plan area where new housing can be recommended. Sequentially, KDA2 is located in close proximity to the town centre and is considered appropriate for residential zoning having regard to the guidance given in the Development Plan Guidelines (2007) and the Sustainable Urban Residential Development Guidelines (2009). It also consolidates the urban centre and supports existing business and facilities.</p>
<b>87</b>	<p><u>Motion: Councillor Young</u>  Delete proposal to zone KDA2 (Leixlip Demesne) for residential</p>	<p>In respect of concerns regarding the potential impact on the setting</p>

	development and retain agricultural zoning; amend other references to KDA2 in the LAP as appropriate.	<p>of Leixlip Castle it is noted that the KDA is physically and visually separated from Leixlip Castle by a woodland belt. Furthermore, the design brief in Section 13 of the Draft LAP requires a high quality of design and layout which is required to minimise potential impacts on Leixlip Castle.</p> <p>In relation to concerns regarding impact of traffic on the Celbridge Road it is recommended under Item 60 of this Report that a Traffic Impact Assessment be required for any significant development at this location which takes into consideration the cumulative impact of the development potential of KDA 1. The remainder of the Demesne is zoned 'I Agriculture'.</p> <p><u>Chief Executive's Recommendation</u> No change</p>
88	<u>Motion: Councillor Coleman</u> Delete KDA 2 from the LAP.	
89	<u>Motion: Councillor Cussen</u> To remove KDA2	
90	<u>Motion: Councillor Neville</u> Remove KDA 2 from the Leixlip LAP.	
<b>Motions 91-97 Confey</b>		
91	<p><u>Motion: Councillor Cussen</u> In Section 4.1 (Function, Population and Scale) and Table 4-1 (Residential Unit Assessment):</p> <p>To remove the New Residential Zoning at Confey and replace with Agriculture zoning hatching with an intent to look at it in the context of a Masterplan. Public consultation with the community, stakeholders and statutory authorities will be carried out as part of the Statutory Amendment process for the Confey Masterplan.</p>	<p><u>Chief Executive's Response</u> In order to provide an adequate housing supply over the Plan period to implement the core strategy, new housing lands must be brought forward. Confey is strategically located relative to Leixlip Town Centre and Confey Rail Station and is considered to have potential to accommodate a new residential district in accordance with the principles of sustainable development.</p> <p>The zoning strategy of the Draft Leixlip LAP with particular reference to the lands at Confey seeks to balance national policy on the sequential zoning of land from the urban centre, the efficient use of existing high quality public transport services, the guidance set out in Circular PL 8/2016 APH 2/2016 with regard to housing delivery, with government policy that seeks to maximise access to and</p>
92	<p><u>Motion: Councillor Larkin</u> That zoning of the Confey lands follow preparation and agreement of a master plan which should be subject to public consultation and the adoption by MD.</p>	

93	<p><u>Motion: Councillor Byrne</u> Remove the Confey Masterplan as a proposal and delete all references to it throughout the Draft Plan.</p>	<p>encourage the use of public transport.</p>
94	<p><u>Motion: Councillor Neville</u> Removal of Confey Masterplan from the LAP due to its size and potential scale of rezoning in the Confey area.</p>	<p>Submissions received on the Draft LAP from the Department for Housing, Planning, Community and Local Government and the National Transport Authority support the approach outlined in the Draft Plan for the Confey area.</p>
95	<p><u>Motion: Councillor Coleman</u> Confey Undertake a Masterplan to scope out the appropriateness of the site to take large-scale housing developments prior to any re-zoning of lands. Masterplan to be a phased development strategy and to include comprehensive details on planned infrastructural changes and improvements along with a funding source and timeline for these changes. Infrastructural improvements to include but not be limited to Roads, Bridges, Community Facilities, Retail Facilities, Educational Facilities, Drinking and Waste water management. Prior to adoption, the Masterplan and the rezoning proposals to undergo Public Consultation Process.</p>	<p>The RPS Outline Transport Assessment Report (Nov, 2016) is a high level preliminary document which looked at possible development scenarios for Confey and potential options for providing access to the lands. The key finding of the report was that proposals for the lands should be subject to more detailed Traffic Impact Assessment i.e. an evidence based assessment when more information on the quantum of development, nature of development and the transport and road context is available. Accordingly, the preparation of the masterplan will require detailed evidence based transportation assessment which will inform the strategy for the development of this area. Similar detailed evidence based infrastructural and environmental assessments will also be required.</p>
96	<p><u>Motion: Councillor Young</u> Amend objective CSO1.3 (p.11):</p> <p><i>To zone lands for residential development to a maximum of 200 units, between the L1015 (Confey Road) and the railway, west of Cope Bridge and the R149, including car parking for Confey railway station with pedestrian access to the station.</i></p> <p>Delete all zoning proposals for major residential development in Confey north of the L1015 and R149 Confey Road and retain</p>	<p>The masterplan will also be subject to a Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and a Strategic Flood Risk Assessment (SFRA) in an iterative process.</p> <p>Under Item 115 of this report, it is also recommended that Section 13.2 of the Draft Plan be amended as it refers to the Confey masterplan to ensure provision is made for a post-primary school, parking for Confey train station and further public consultation in the community.</p> <p>The suggestion to reduce the masterplan to 200 units is noted. However, this would result in non-compliance with the Core</p>



	<p>agricultural zoning, other than lands indicated in Revised CSO1.3.</p> <p>Amend / delete other references to such proposals accordingly; delete references to and proposals for a masterplan for major residential development north of the L1015 and R149 Confey Road.</p>	<p>Strategy.</p> <p><u>Chief Executive's Recommendation</u> No change.</p>
97	<p><u>Motion: Councillor Young</u> In the event that the motion in Item 96 (above) is not carried, insert the following at end of Section 12.2.2, Areas Subject to Masterplan: (p.81)</p> <p><i>No decision shall be made to change the current agricultural / open space &amp; amenity zoning in Confey, other than for lands in Revised CSO1.3 (see Item 96 above), nor shall preparation of a masterplan for residential development in Confey commence unless it has been clearly established that it is possible to provide a viable road link from a major development in Confey to the M4 on a route which does not go through St Catherine's Park.</i></p>	
<b>Items 98-103 Collinstown</b>		
98	<p><u>Motion: Councillor Young</u> Revise objective CSO1.4 regarding Collinstown: (p.11):</p> <p><i>To promote and support the development of a mixed-town residential settlement south of the railway at Collinstown, Leixlip (area Q on zone map). A masterplan shall be prepared for Collinstown and integrated into the Leixlip Local Area Plan by way of Statutory Amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended), subject to public consultation and approval by Kildare County Council, including any necessary variation to the Kildare County Development Plan. No development shall be permitted in the Collinstown masterplan area until such time as the masterplan is integrated into the Local Area Plan.</i></p>	<p><u>Chief Executive's Response</u> The Planning and Development Act 2000 (as amended) stipulates that a local area plan shall be consistent with the objectives of the (County) Development Plan, its core strategy and any regional spatial and economic strategy that apply to the area.</p> <p>The Draft Leixlip LAP must therefore comply with the Core Strategy of the Kildare County Development Plan 2017-2023. It is an objective of the CDP to develop North Kildare as a centre of excellence in the knowledge based economy, with a key focus on high tech/ bio tech sectors, research and development, ICT and manufacturing. Leixlip (including Collinstown) is designated as a</p>

		<p>Primary Economic Growth Town at the top of the ‘Hierarchy of Employment Centres’ as set out in Table 5.2 of the CDP. It is identified as playing a pivotal role in employment for the region. Furthermore, objective EO4 of the CDP seeks to develop North Kildare as a digital economy hub and leadership ‘hot spot’ by, <i>inter alia</i>, ‘developing Collinstown as an employment hub and ensuring that sufficient lands are zoned for enterprise and employment uses in this Plan and/or in Local Area Plans’.</p>
<p><b>99</b></p>	<p><u>Motion: Councillor Young</u> Delete all existing Section 13.2.2 and replace with the following: (p. 90) <i>To prepare a masterplan for a mixed-town development at Collinstown, drawing on the Collinstown LAP 2010 but without the major retail component; indicate high density residential of approx 2,000 units to a max height of five floors at the core, combined with local retail and other services, along a public transport corridor, on a grid layout indicating car-free streets and pedestrian / cycle access to nearby employment, near-zero-energy housing and including educational, childcare and recreational provision.</i></p> <p><i>Phasing requirements for Collinstown will be addressed in the masterplan for this area and integrated into the Local Area Plan by way of statutory amendment (Objective CSO1.4 refers), subject to public consultation and approval by Kildare County Council, including any necessary variation to the Kildare County Development Plan. No development shall be permitted within the Collinstown masterplan area until such time as the masterplan is integrated into the Local Area Plan.</i></p>	<p>Collinstown’s position within the Dublin Metropolitan Area is its core economic strength. In light of its highly accessible and connected edge of city location, proximate to road and rail networks, the availability of a highly skilled workforce and supporting infrastructure and facilities, Leixlip is a globally competitive business location for new FDI and export led investment. Increasing uncertainty arising from political and economic events will mean that the potential of Leixlip needs to be carefully managed. The availability of a quantum of zoned land in Leixlip to accommodate regional scale employment development is an important step in securing its future and in ensuring that north Kildare is positioned to benefit from future investment that may arise. It has the potential to facilitate a critical mass of higher grade business and technology uses. The lands are also well positioned within the Intel and Hewlett Packard tech cluster and close to Maynooth University. The LAP therefore promotes Collinstown for Business and Technology use.</p> <p>A Residential Zoning at Collinstown would materially contravene the Core Strategy of the County Development Plan and it is recommended that the ‘Q Business and Technology’ zoning be retained.</p> <p><u>Chief Executive’s Recommendation</u> No change.</p>

<p><b>100</b></p>	<p><u>Motion: Councillor Cussen</u> Public consultation with the community, stakeholders and statutory authorities will be carried out as part of the Statutory Amendment process for the Collinstown Masterplan.</p>	<p><u>Chief Executive's Response</u> It is considered appropriate that the masterplan for Collinstown will be proposed by the developers and agreed with the Planning Authority through the development management process. This will involve referrals to statutory authorities and submissions from the public. The masterplan must comply with the policies and objectives of the County Development Plan 2017-2023 and the Leixlip Local Area Plan. <u>Chief Executive's Recommendation</u> No change.</p>
<p><b>101</b></p>	<p><u>Motion: Councillor Byrne</u> Amend the description of the Collinstown Masterplan to allow for the provision of up to 700 houses within the area, by designating it Town Centre.</p>	<p><u>Chief Executive's Response</u> See response to items 98-99 above.  <u>Chief Executive's Recommendation</u> No change.</p>
<p><b>102</b></p>	<p><u>Motion: Councillor Byrne</u> Zone an additional 23 Hectares New Residential on the Agricultural Zoned Lands directly to the South of the lands zoned Business and Technology at Collinstown to accommodate 800 houses (See map below)</p>	<p><u>Chief Executive's Response</u> In relation to the proposal to zone an additional 23 hectares of land to 'New Residential' south of the masterplan area, it is considered that the R449 provides an appropriate boundary to mark the transition from residential use to Business and Technology use. Lands to the west of the R449 are considered to be less suitable for housing development for their peripheral location relative to the town core and established social infrastructure.  <u>Chief Executive's Recommendation</u> No change.</p>



103

Motion: Councillor Cussen  
Amend Section 13.2.2 as follows:

Each masterplan area will be required to include detailed phasing proposals and an implementation strategy.

***COLLINSTOWN***

Particular phasing requirements of the LAP for Collinstown are identified below. *Phasing requirements for Collinstown will be addressed in the Masterplan for this area and integrated into the Local Area Plan by way of statutory amendment. No development shall be permitted within the Collinstown masterplan area until such time as the masterplan is integrated into the Local Area Plan.*

**Collinstown Lands Masterplan**


Type of Infrastructure	Description	Phasing
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Chief Executive's Response

It is considered appropriate that the masterplan for Collinstown will be proposed by the developers and agreed with the Planning Department through the development management process. This will involve referrals to statutory authorities and submissions from the public. The masterplan must comply with the policies and objectives of the County Development Plan 2017-2023 and the Leixlip Local Area Plan.

Chief Executive's Recommendation

No change.

	Road Upgrade	Realignment of the R148 in line with approved Part 8 Scheme.	Prior to the commencement of additional development north of the railway and canal unless Scheme lapses.	
	Retail	Major Town Centre	On an incremental basis having regard to prevailing retail strategies and plans over time.	
	<p><b>CONFY</b></p> <p>Phasing requirements for Confey will be addressed in the Masterplan for this area and integrated into the Local Area Plan by way of statutory amendment (Objective CSO1.3 refers). No development shall be permitted within the Confey masterplan area until such time as the masterplan is integrated into the Local Area Plan.</p>			
<b>104</b>	<p><u>Motion: Councillor Caldwell</u></p> <p>That the lands identified in yellow on the attached Folio Map at Black Avenue, Leixlip, be rezoned from Objective F 'Open Space and Amenity' to Objective C 'New Residential'.</p>			<p><u>Chief Executive's Response</u></p> <p>The subject lands are located in a relatively inaccessible location in an area which is dominated by amenity related uses associated with St Catherine's Park. It is considered the development potential of these lands for residential use is not appropriate.</p> <p>Item No. 79 of this report refers to lands at this location also.</p> <p><u>Chief Executive's Recommendation</u></p> <p>No change.</p>
				

105	<p><u>Motion: Councillor Young</u>          Revise Table 4.1 Residential Unit Assessments:  <i>KDA1 Estimated Residential Capacity <del>450-525</del> 400-420 Units</i></p>	<p><u>Chief Executive's Response</u>          KDA1 (The Wonderful Barn) is 15 hectares in area and the stated capacity of 450-525 units in Table 4.1 represents a density of 30-35 units per hectare. This density is in accordance with Government Guidance as set out in the 'Sustainable Residential Development in Urban Areas Guidelines' (2009) which illustrates that the greatest efficiency of outer suburban/Greenfield sites will be achieved by providing net residential densities in the general range of 35-50 dwellings per hectare. It also stipulates that net densities less than 30 dwellings per hectare should be discouraged.          The Design Brief set out in Section 12.1.1 of the Draft LAP includes many parameters to protect the special character of the area, such as restricting the height of dwellings in this KDA to two storeys; a zone of protection around The Wonderful Barn; building layouts must protect key views within the site and natural heritage and green infrastructure features must be retained.</p> <p><u>Chief Executive's Recommendation</u>          No change</p>
<b>Chief Executive's Proposed Material Alteration</b>		
106	<p><b>Proposed Alteration No. 9:</b> Amend Section 12.1.1 KDA1 The Wonderful Barn</p> <div style="border: 1px solid black; background-color: #e6f2ff; padding: 5px; margin-top: 10px;"> <p><b>Vision</b>              The extension of the urban area of Leixlip through new residential development and open space and amenity, with a high quality permeable urban form, which provides links to and protects the cultural heritage of The Wonderful Barn.</p> </div>	

	<p><b>Connectivity/ Movement</b></p> <p>Access to the development area will be via an improved access point on the Celbridge Road which will also provide vehicular, cycle and pedestrian access / links to The Wonderful Barn. Achieve pedestrian and cyclist permeability throughout. Design all roads and streets in accordance with the Design Manual for Urban Roads and Streets (DMURS). <i>Planning applications for significant development on these lands shall be accompanied by a Traffic Impact Assessment that takes into consideration the development potential of KDA 2.</i></p> <p><b>Built Form</b></p> <p>Create a legible development with a sense of place which understands the cultural heritage of the surrounding area and has regard to the residential amenity of the existing dwellings to the north, west and east of the development area. Provide for buildings of 2 storey in height (limited to an overall height of approximately 8m) This site will accommodate medium to low-density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high and it is determined that it would not impact unduly on the setting of The Wonderful Barn, a maximum density of 35 units per hectare may be achievable. <i>Apartments and flat roof houses would not be appropriate in this area.</i> Respect a zone of protection around The Wonderful Barn. Public open space should reflect existing spaces in adjoining developments, enhancing the visual amenity, with the possibility of merging in the future.</p> <p><b>Landscape and Spaces</b></p> <p>Building layouts will have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. <i>Provide for minimum 15% quality open space within the residential lands.</i> Retain natural heritage and <i>existing</i> green infrastructure features through incorporation into areas of open space and boundaries of residential development.</p>	
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<b>Motions</b>		
<b>107</b>	<p><u>Motion: Councillor Cussen</u> Under 'Built Form', delete the following: <i>“However, where the quality of the design and layout is particularly high and it is determined that it would not impact unduly on the setting of The Wonderful Barn, a maximum density of 35 units per ha may be achievable”.</i></p>	<p><u>Chief Executive’s Response</u> KDA1 is 15 hectares in area and the stated capacity of 450-525 units in Table 4.1 represents a density of 30-35 units per hectare. This density is in accordance with Government Guidance as set out in the ‘Sustainable Residential Development in Urban Areas Guidelines’ (2009) which illustrates that the greatest efficiency of outer</p>

		<p>suburban/Greenfield sites will be achieved by providing net residential densities in the general range of 35-50 dwellings per hectare. It also stipulates that net densities less than 30 dwellings per hectare should be discouraged.</p> <p>The Design Brief set out in Section 12.1.1 of the Draft LAP includes many parameters to protect the special character of the area, such as restricting the height of dwellings in this KDA to two storeys; ensuring a zone of protection around The Wonderful Barn; building layouts must protect key views within the site and natural heritage and green infrastructure features must be retained.</p> <p><u>Chief Executive's Recommendation</u> No change</p>
<p><b>108</b></p>	<p><u>Motion: Councillor Neville</u> Complete vehicular junction at Celbridge Road including improved access to The Wonderful Barn. Also, an in-depth study on the traffic impact on Castletown Estate from any new developments.</p>	<p><u>Chief Executive's Response</u> In Section 31.2.1 of the Draft LAP, the requirement to 'complete vehicular junction at Celbridge Road including improved access to The Wonderful Barn' is provided for in the phasing schedule, to be completed prior to the commencement of development. The traffic impact on the surrounding area will be considered and addressed through the development management process and informed by the Traffic Impact Assessment required for the development of KDA1.</p> <p><u>Chief Executive's Recommendation</u> No change</p>



	Chief Executive's Proposed Material Alteration				
109	<p><b>Proposed Alteration No. 10:</b> Amend Section 12.1.2 Celbridge Road (East) as follows:</p> <table border="1" data-bbox="472 331 1944 1273"> <tr> <td data-bbox="472 331 1944 448"> <p><b>Vision</b></p> <p>To consolidate the urban area of Leixlip through new residential development delivering connectivity to the town centre.</p> </td> </tr> <tr> <td data-bbox="472 448 1944 683"> <p><b>Connectivity/ Movement</b></p> <p>Vehicular access to the development area will be via an improved access point on the Celbridge Road. Achieve pedestrian and cyclist permeability throughout the development area with the potential for linkages to Pound Street to be investigated (level differences are problematic) Design all roads and streets in accordance with the Design Manual for Urban Roads and Streets (DMURS). <i>Planning applications for significant development on these lands shall be accompanied by a Traffic Impact Assessment that takes into consideration the development potential of KDA 1.</i></p> </td> </tr> <tr> <td data-bbox="472 683 1944 1077"> <p><b>Built Form</b></p> <p>Create a legible development with a sense of place which understands the cultural heritage of the surrounding area. Have regard to residential amenity of existing dwellings at the perimeter, Buildings 2 – 3 storey height with transition in scale from existing residential development.</p> <p>This site will accommodate medium to low-density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable, subject to also minimising impact on Leixlip Castle.</p> <p>The boundary wall of Leixlip Castle should be retained and incorporated into future development proposals. Sections of the wall may need to be removed to facilitate vehicular and pedestrian access including along Celbridge Road and should be designed to minimise impact.</p> </td> </tr> <tr> <td data-bbox="472 1077 1944 1273"> <p><b>Landscape and Spaces</b></p> <p>Building layouts will have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. <i>Provide for minimum 15% quality open space within the residential lands.</i> Retain natural heritage and <i>existing</i> green infrastructure features through incorporation into areas of open space and boundaries of residential development.</p> </td> </tr> </table>	<p><b>Vision</b></p> <p>To consolidate the urban area of Leixlip through new residential development delivering connectivity to the town centre.</p>	<p><b>Connectivity/ Movement</b></p> <p>Vehicular access to the development area will be via an improved access point on the Celbridge Road. Achieve pedestrian and cyclist permeability throughout the development area with the potential for linkages to Pound Street to be investigated (level differences are problematic) Design all roads and streets in accordance with the Design Manual for Urban Roads and Streets (DMURS). <i>Planning applications for significant development on these lands shall be accompanied by a Traffic Impact Assessment that takes into consideration the development potential of KDA 1.</i></p>	<p><b>Built Form</b></p> <p>Create a legible development with a sense of place which understands the cultural heritage of the surrounding area. Have regard to residential amenity of existing dwellings at the perimeter, Buildings 2 – 3 storey height with transition in scale from existing residential development.</p> <p>This site will accommodate medium to low-density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable, subject to also minimising impact on Leixlip Castle.</p> <p>The boundary wall of Leixlip Castle should be retained and incorporated into future development proposals. Sections of the wall may need to be removed to facilitate vehicular and pedestrian access including along Celbridge Road and should be designed to minimise impact.</p>	<p><b>Landscape and Spaces</b></p> <p>Building layouts will have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. <i>Provide for minimum 15% quality open space within the residential lands.</i> Retain natural heritage and <i>existing</i> green infrastructure features through incorporation into areas of open space and boundaries of residential development.</p>
<p><b>Vision</b></p> <p>To consolidate the urban area of Leixlip through new residential development delivering connectivity to the town centre.</p>					
<p><b>Connectivity/ Movement</b></p> <p>Vehicular access to the development area will be via an improved access point on the Celbridge Road. Achieve pedestrian and cyclist permeability throughout the development area with the potential for linkages to Pound Street to be investigated (level differences are problematic) Design all roads and streets in accordance with the Design Manual for Urban Roads and Streets (DMURS). <i>Planning applications for significant development on these lands shall be accompanied by a Traffic Impact Assessment that takes into consideration the development potential of KDA 1.</i></p>					
<p><b>Built Form</b></p> <p>Create a legible development with a sense of place which understands the cultural heritage of the surrounding area. Have regard to residential amenity of existing dwellings at the perimeter, Buildings 2 – 3 storey height with transition in scale from existing residential development.</p> <p>This site will accommodate medium to low-density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable, subject to also minimising impact on Leixlip Castle.</p> <p>The boundary wall of Leixlip Castle should be retained and incorporated into future development proposals. Sections of the wall may need to be removed to facilitate vehicular and pedestrian access including along Celbridge Road and should be designed to minimise impact.</p>					
<p><b>Landscape and Spaces</b></p> <p>Building layouts will have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. <i>Provide for minimum 15% quality open space within the residential lands.</i> Retain natural heritage and <i>existing</i> green infrastructure features through incorporation into areas of open space and boundaries of residential development.</p>					

Motions	
<b>110</b>	<p><u>Motion: Councillor Cussen</u> Remove “New Residential” Zoning from KDA2.</p> <p><u>Chief Executive Response</u> See response to items 86-90. <u>Chief Executive Recommendation</u> No change.</p>

<b>111</b>	<p><b>Proposed Alteration No. 11:</b> Amend Section 12.1.3 Easton (off Green Lane) as follows:</p> <div style="border: 1px solid black; padding: 10px;"> <p><b>Vision</b> The extension of the urban area of Leixlip through new residential development and open space and amenity, with a high quality permeable urban form and creating a built edge to the R449.</p> <p><b>Connectivity/ Movement</b> Access to the site will be via an improved access point on Green Lane. Achieve vehicular, pedestrian and cyclist permeability throughout the development area and pedestrian and cyclist access to the R449 to the west. <i>Planning applications for significant development on these lands shall be accompanied by a Traffic Impact Assessment that takes into consideration the development potential of KDA 4.</i></p> <p><b>Built Form</b> This site will accommodate medium to low-density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable. Layout to have regard to the overhead transmission cables traversing the area and the clearance distances recommended by the ESB (ref. Section 17.11.2 of the Kildare County Development Plan 2017 – 2023). Have regard to residential amenity of existing dwellings to the east- buildings to be 2 storeys in height along this perimeter. High quality development form at the roundabout junction of the R449 and Green Lane should announce the town. Buildings 3- 4 storeys may be provided at the roundabout junction of the R449 and Green Lane along the perimeter with R449. Provide passive surveillance of roads and open spaces. Buildings shall maintain an appropriate set back from the roundabout at the R449 and Green Lane.</p> </div>
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	<p><b>Landscape and Spaces</b></p> <p><i>Provide for minimum 15% quality open space within the residential lands.</i> Retain natural heritage and <i>existing</i> green infrastructure features through incorporation into <i>areas of open space and</i> boundaries of residential development. Incorporate natural heritage and green infrastructure features in addressing flood risk and preparation of SuDs Strategy.</p>	
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<b>Motions</b>		
<b>112</b>	<p><u>Motion: Councillor Cussen</u> Under 'Built Form, delete the following: <i><del>“However, where the quality of the design and layout is particularly high a maximum density of 35 units per ha may be achievable”.</del></i> <i><del>“High quality development form at the roundabout junction of the R449 and Green Lane should announce the town. Buildings 3-4 storeys may be provided at the roundabout junction of the R449 and Green Lane along the perimeter with R449”.</del></i></p>	<p><u>Chief Executive’s Response</u> KDA3 is 12 hectares in area and the stated capacity of 360-420 units in Table 4.1 represents a density of 30-35 units per hectare. This density is in accordance with Government Guidance as set out in the ‘Sustainable Residential Development in Urban Areas Guidelines’ (2009) which illustrates that the greatest efficiency of outer suburban/Greenfield sites will be achieved by providing net residential densities in the general range of 35-50 dwellings per hectare. It also stipulates that net densities less than 30 dwellings per hectare should be discouraged. Building heights of 3-4 storeys are considered appropriate fronting onto the Regional Road if high quality design is proposed. Applications for development at this location will be obliged to have regard to the requirements of the County Development Plan, in particular Sections 15 (Urban Design) and Section 17 (Development Management Standards). It is a requirement of Section 17.3 that a Design Statement is prepared for schemes of 10 units or more.</p> <p><u>Chief Executive’s Recommendation</u> No change</p>

113	<p><b>Proposed Alteration No. 12:</b> Amend Section 12.1.4 (Leixlip Gate (Kilmacredock) as follows:</p> <div data-bbox="510 252 1906 416" style="border: 1px solid black; padding: 5px;"> <p><b>Vision</b></p> <p>The consolidation of the urban area of Leixlip through new residential development and open space and amenity, with a high quality permeable urban form and creating a built up edge along the R449.</p> </div> <div data-bbox="510 416 1906 647" style="border: 1px solid black; padding: 5px;"> <p><b>Connectivity/ Movement</b></p> <p>Access to the site will be via Leixlip Gate and onto Green Lane. Achieve vehicular, pedestrian and cyclist permeability throughout the development area and pedestrian/cyclists access to the R449 to the west. <i>Planning applications for significant development on these lands shall be accompanied by a Traffic Impact Assessment that takes into consideration the development potential of KDA 3.</i></p> </div> <div data-bbox="510 647 1906 1094" style="border: 1px solid black; padding: 5px;"> <p><b>Built Form</b></p> <p>This site will accommodate medium to low-density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable. Layout to have regard to the residential amenity of existing dwellings, buildings to be 2 storeys in height along perimeter with existing dwellings. High quality development form along the R449 should announce the town and buildings 3-4 storeys may be provided at the roundabout junction of the R449 and Green Lane. Provide passive surveillance of roads and open spaces. The entrance gate is a Protected Structure (Ref. B11-59) and leads to a tree lined avenue, formerly part of Castletown Demesne. Proposals should seek to minimise impact on the Protected Structure and avenue. Buildings shall maintain an appropriate set back from the roundabout at the R449 and Green Lane.</p> </div> <div data-bbox="510 1094 1906 1289" style="border: 1px solid black; padding: 5px;"> <p><b>Landscape and Spaces</b></p> <p><i>Provide for minimum 15% quality open space within the residential lands.</i> Retain natural heritage and <i>existing</i> green infrastructure features through incorporation into <i>areas of open space and</i> boundaries of residential development. Incorporate natural heritage and green infrastructure features in addressing flood risk and preparation of SuDs Strategy. Use landscaping to create buffer from R449 and M4.</p> </div>
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Motions	
<b>114</b>	<p><u>Motion: Councillor Cussen</u> Under 'Built Form', delete the following: <del>“However, where the quality of the design and layout is particularly high a maximum density of 35 units per ha may be achievable”.</del> <del>“High quality development form along the R449 should announce the town and buildings 3-4 storeys may be provided at the roundabout junction of the R449 and Green Lane.</del></p>
	<p><u>Chief Executive’s Response</u> KDA 4 is 10 hectares in area and the stated capacity of 300-350 units in Table 4.1 represents a density of 30-35 units per hectare. This density is in accordance with Government Guidance as set out in the ‘Sustainable Residential Development in Urban Areas Guidelines’ (2009) which illustrates that the greatest efficiency of outer suburban/Greenfield sites will be achieved by providing net residential densities in the general range of 35-50 dwellings per hectare. It also stipulates that net densities less than 30 dwellings per hectare should be discouraged.</p> <p>Building heights of 3-4 storeys are considered appropriate fronting onto the Regional Road if high quality design is proposed. Applications for development at this location will be obliged to have regard to the requirements of the County Development Plan, in particular Sections 15 (Urban Design) and Section 17 (Development Management Standards). It is a requirement of Section 17.3 that a Design Statement is prepared for schemes of 10 units or more.</p> <p><u>Chief Executive’s Recommendation</u> No change</p>

Chief Executive’s Proposed Material Alteration	
<b>115</b>	<p><b>Proposed Alteration No. 13:</b> Amend Section 12.2.1 Collinstown as follows: The masterplan.... should address the following:</p> <ul style="list-style-type: none"> <li><i>The requirements of the Spatial Planning and National Roads Guidelines for Planning Authorities (DECLG, 2012).</i></li> </ul>

<b>116</b>	<p><b>Proposed Alteration No. 14:</b> To amend Section 12.2.2 Confey of the plan as follows:</p> <p>This is a green field area to the north of Leixlip with little or no existing development. In order to achieve the vision of a new residential and community district for the area in a coherent and planned manner the timely delivery of critical supporting infrastructure is required. Accordingly, the approach will be to front-load critical infrastructure in the early stages of the development. The masterplan will therefore be required to:</p> <ul style="list-style-type: none"> <li>• Set out a detailed transportation and infrastructure strategy for the development <i>of the area</i> as a whole. This strategy will be informed by a detailed traffic assessment to ascertain the extent of development that could be supported by particular upgrading works to the transportation network and will take account of the proposal to electrify the rail line <i>and car parking provision for Confey Train Station</i>.</li> <li>• Include phasing proposals and an implementation strategy for the overall co-ordination of the development of the lands to be informed by the roads and infrastructure strategy.</li> <li>• Have regard to Sustainable Residential Development in Urban Areas (2009), its companion Urban Design Manual and the Design Manual for Urban Roads and Streets (2013).</li> <li>• Include an appropriate level of community infrastructure to support development including a site for a primary school, <i>a post primary school</i> and community centre.</li> <li>• Include an appropriate level of public open space to support development including a public park of district scale.</li> </ul> <p>A site specific Flood Risk Assessment will also be required for the masterplan area to inform the overall design approach. <i>Public consultation with the community, stakeholders and statutory authorities will be carried out as part of the Statutory Amendment process for the Confey Masterplan.</i></p>
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Motions		
<b>117</b>	<u>Motion: Councillor Neville</u> Traffic impact assessment for all KDA's as outlined under MTO	<u>Chief Executive's Response</u> It is agreed that Traffic Impact Assessments should be carried out for all KDAs. This is reflected in amended objective MTO3.10 (see Item 60 of this report) and in the amended Design Briefs for the KDAs in Items 106, 109, 111 and 113 of this report.
<b>118</b>	<u>Motion: Councillor Caldwell</u> Traffic Impact Assessment policy as outlined in MTO.	
		<u>Chief Executive's Recommendation</u> No further change

<b>119-120</b>	<u>Motion: Councillor Neville&amp;</u> <u>Motion: Councillor Caldwell</u> Ecology surveys mandatory on all KDA's given the significant green infrastructure on each of the areas.	<u>Chief Executive's Response</u> Agreed. This matter is dealt with under items 70-74 of this report and the proposed amendment to objective GIOI.2 requiring Ecology Surveys for each KDA.  <u>Chief Executive's Recommendation</u> No further change
<b>121</b>	<u>Motion: Councillor Neville</u> Noise impact study mandatory on KDA 1,2 & 4 given proximity to M4	<u>Chief Executive's Response</u> New residential developments and the potential impacts from noise is best dealt with through the development management process. Planning applications are considered in accordance with the Development Management Standards of the County Development Plan. Section 17.7.2 of the CDP refers to building lines. The required setback distance between new residential developments and motorways is 91m. Planning applications are also referred to the National Roads Office and the Environment Section of KCC. Mitigation measures, if required, are also dealt with through the development management process.  <u>Chief Executive's Recommendation</u> No further change
<b>122</b>	<u>Motion: Councillor Caldwell</u> Noise impact study mandatory on KDA 1, 2 & 4 given proximity to M4 and recommendations to be implemented without exception.	
<b>123-124</b>	<u>Motion: Councillor Neville &amp;</u> <u>Motion: Councillor Caldwell</u> Prohibit development of 4 Storey buildings on any KDA in Leixlip.	<u>Chief Executive's Response</u> It is stipulated in the Design Brief for KDAs 3 Easton and KDA 4 Leixlip Gate that building heights of 3-4 storeys will be considered appropriate fronting onto the Regional Road if high quality design is proposed. Applications for development at this location will be obliged to have regard to the requirements of the County Development Plan, in particular Sections 15 (Urban Design) and Section 17 (Development Management Standards). It is a requirement of Section 17.3 that a Design Statement is required for schemes of 10 units or more.

		<u>Chief Executive's Recommendation</u> No change
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### Chapter 13 Implementation

Item No.	Chief Executive's Proposed Material Alterations																						
125	<p><b>Proposed Alteration No. 15:</b> Amend Table 13-3 Land Use Zoning Matrix as follows:</p> <table border="1"> <thead> <tr> <th>Land Use</th> <th>A – Town Centre</th> <th>B - Existing Residential &amp; Infill</th> <th>C – New Residential</th> <th>E – Community &amp; Educational</th> <th>F – Open Space &amp; Amenities</th> <th>W Neighbourhood Centre</th> <th>H - Industrial &amp; W/housing</th> <th>I - Agriculture</th> <th>Q – Business &amp; Technology</th> <th>U -Public Utilities</th> </tr> </thead> <tbody> <tr> <td>Offices</td> <td>Y</td> <td>O<sup>3</sup></td> <td>O</td> <td>O</td> <td>N</td> <td>O</td> <td><del>Y</del></td> <td>N</td> <td>O</td> <td>N</td> </tr> </tbody> </table>	Land Use	A – Town Centre	B - Existing Residential & Infill	C – New Residential	E – Community & Educational	F – Open Space & Amenities	W Neighbourhood Centre	H - Industrial & W/housing	I - Agriculture	Q – Business & Technology	U -Public Utilities	Offices	Y	O <sup>3</sup>	O	O	N	O	<del>Y</del>	N	O	N
Land Use	A – Town Centre	B - Existing Residential & Infill	C – New Residential	E – Community & Educational	F – Open Space & Amenities	W Neighbourhood Centre	H - Industrial & W/housing	I - Agriculture	Q – Business & Technology	U -Public Utilities													
Offices	Y	O <sup>3</sup>	O	O	N	O	<del>Y</del>	N	O	N													

	Motions	
126	<p><u>Motion: Councillor Young</u>            Amend Section 13.2, additional wording <i>in italics</i>. Amend Paragraph 1 (p.88)            Design proposals in the Key Development Areas will be subject to a schedule of phasing. The purpose of the phasing is to ensure that infrastructure, facilities and amenities are provided together with new residential development, <i>except in the case of infrastructure</i></p>	<p><u>Chief Executive's Response</u>            The phasing requirements for the KDAs set out under Section 13.2.1 list certain infrastructural elements to be completed 'prior to the commencement of development'.</p> <p><u>Chief Executive's Recommendation:</u>            No change.</p>



	<i>improvements that are identified as being required to be in place prior to the start of any development.</i>			
<b>127</b>	<p><u>Motion: Councillor Young</u> Add new Paragraph 4 to Section 13.2 (p.88) <i>In the case of roads, completed Traffic Impact Assessments will be required as part of development proposals. A report on the actual impact of new roads will be submitted to the Council after they have been brought into service and the Council may require amendments to subsequent phases of related developments in the light of the actual impact of new roads on traffic in the area under consideration</i></p>	<p><u>Chief Executive's Response</u> Objective MTO3.10 states (as amended under Item 20): <i>To ensure that all significant development proposals for KDAs and Masterplan areas are subject to Traffic Impact Assessment (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines, NRA 2014 to assess the individual and cumulative impact of the planned development in the area on the strategic road network. The requirement for TIA for developments outside of the KDAs and Masterplan area will be determined on a case by case basis.</i></p> <p>Subsequent phases of developments will be influenced by the TIAs and this is most appropriately dealt with through the development management process.</p> <p><u>Chief Executive's Recommendation</u> No change.</p>		
<b>128</b>	<p><u>Motion: Councillor Neville</u> KDA1:</p> <table border="1"> <tr> <td><i>Complete Site specific Ecology survey on Mature Tree lines and hedgerows bordering all sides of KDA1. Wildlife survey to be completed with regard to protected species e.g. Bats occupying the site.</i></td> <td><i>To be completed prior to Planning permission approval and recommendations to be implemented by developer as part of any planning permission grant.</i></td> </tr> </table>	<i>Complete Site specific Ecology survey on Mature Tree lines and hedgerows bordering all sides of KDA1. Wildlife survey to be completed with regard to protected species e.g. Bats occupying the site.</i>	<i>To be completed prior to Planning permission approval and recommendations to be implemented by developer as part of any planning permission grant.</i>	<p><u>Chief Executive's Response</u> The requirement for a site specific ecology survey has been dealt with under Items 70-74 above. The Design Briefs for the KDAs includes requirements for the integration of natural heritage and green infrastructure into each KDA, including KDA1. Each planning application will be screened for Appropriate Assessment also.</p> <p><u>Chief Executive's Recommendation</u> No change.</p>
<i>Complete Site specific Ecology survey on Mature Tree lines and hedgerows bordering all sides of KDA1. Wildlife survey to be completed with regard to protected species e.g. Bats occupying the site.</i>	<i>To be completed prior to Planning permission approval and recommendations to be implemented by developer as part of any planning permission grant.</i>			

<p><b>129</b></p>	<p><u>Motion: Councillor Neville</u> KDA3</p> <table border="1"> <tr> <td data-bbox="376 268 613 411">Road Upgrade</td> <td data-bbox="613 268 922 411">Complete vehicular junction at Green Lane.</td> <td data-bbox="922 268 1182 411">To be completed prior to the commencement of development.</td> </tr> <tr> <td data-bbox="376 411 613 699"><i>Road Upgrade</i></td> <td data-bbox="613 411 922 699"><i>Complete traffic management measures such as the provision of central medians to ensure the continuous flow of traffic coming off the roundabout.</i></td> <td data-bbox="922 411 1182 699"><i>To be completed prior to the commencement of development.</i></td> </tr> <tr> <td data-bbox="376 699 613 847"><i>Road Upgrade</i></td> <td data-bbox="613 699 922 847"><i>Complete Pedestrian Crossing point at appropriate locations on Green Lane.</i></td> <td data-bbox="922 699 1182 847"><i>To be completed prior to the commencement of development.</i></td> </tr> <tr> <td data-bbox="376 847 613 954">Pedestrian/cyclist links</td> <td data-bbox="613 847 922 954">Complete pedestrian / cycle access onto the R449</td> <td data-bbox="922 847 1182 954">Prior to completion of 100 dwellings</td> </tr> </table>	Road Upgrade	Complete vehicular junction at Green Lane.	To be completed prior to the commencement of development.	<i>Road Upgrade</i>	<i>Complete traffic management measures such as the provision of central medians to ensure the continuous flow of traffic coming off the roundabout.</i>	<i>To be completed prior to the commencement of development.</i>	<i>Road Upgrade</i>	<i>Complete Pedestrian Crossing point at appropriate locations on Green Lane.</i>	<i>To be completed prior to the commencement of development.</i>	Pedestrian/cyclist links	Complete pedestrian / cycle access onto the R449	Prior to completion of 100 dwellings	<p><u>Chief Executive's Response</u> The suggested road upgrades are noted. The Green Lane – Easton Road Safety Assessment (January 2007) looked at the road safety issues facing Green Lane and Easton Road. There are a number of recommendations contained in this report, including additional pedestrian crossings. Under item 56 of this report, it is recommended that a new objective is included in the plan under MT3 Roads as follows: <i>To implement the recommendations of the Green Lane-Easton Road Safety Assessment (January 2017) during the lifetime of the plan.</i></p> <p><u>Chief Executive's Recommendation</u> Insert new objective is included in the plan under MT3 Roads as follows: <i>To implement the recommendations of the Green Lane-Easton Road Safety Assessment (January 2017) during the lifetime of the plan.</i></p>
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<p><b>130</b></p>	<p><u>Motion: Councillor Neville</u> KDA 4</p> <table border="1"> <tr> <th colspan="3" data-bbox="389 1066 1144 1102">Key Development Area 4: Leixlip Gate (Kilmacredock)</th> </tr> <tr> <th data-bbox="389 1102 636 1177">Type of Infrastructure</th> <th data-bbox="636 1102 904 1177">Description</th> <th data-bbox="904 1102 1144 1177">Phasing</th> </tr> <tr> <td data-bbox="389 1177 636 1321">Road Upgrade</td> <td data-bbox="636 1177 904 1321">Upgrade junction on to Green Lane.</td> <td data-bbox="904 1177 1144 1321">To be completed prior to the commencement of development.</td> </tr> <tr> <td data-bbox="389 1321 636 1391"><i>Road Upgrade</i></td> <td data-bbox="636 1321 904 1391"><i>Complete traffic management</i></td> <td data-bbox="904 1321 1144 1391">To be completed prior to</td> </tr> </table>	Key Development Area 4: Leixlip Gate (Kilmacredock)			Type of Infrastructure	Description	Phasing	Road Upgrade	Upgrade junction on to Green Lane.	To be completed prior to the commencement of development.	<i>Road Upgrade</i>	<i>Complete traffic management</i>	To be completed prior to	<p><u>Chief Executive's Response</u> The suggested road upgrades are noted. The Green Lane – Easton Road Safety Assessment (January 2007) looked at the road safety issues facing Green Lane and Easton Road. There are a number of recommendations contained in this report, including additional pedestrian crossings. Under item 56 of this report, it is recommended that a new objective is included in the plan under MT3 Roads as follows: <i>To implement the recommendations of the Green Lane-Easton Road Safety Assessment (January 2017) during the lifetime of the plan.</i></p> <p>The requirement for a site specific ecology survey has been dealt</p>
Key Development Area 4: Leixlip Gate (Kilmacredock)														
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Road Upgrade	Upgrade junction on to Green Lane.	To be completed prior to the commencement of development.												
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		<i>measures such as the provision of central medians to ensure the continuous flow of traffic coming off the roundabout.</i>	<i>the commencement of the development</i>	<p>with under Items 70-74 above. It is recommended that objective GIO1.2 be amended to clarify that an ecological survey and report will be required for all KDA's and masterplan areas. The consideration of these reports and matters relating to mitigation or carrying out specific works is more appropriately dealt with at development management stage.</p> <p>In relation to density, site design, building heights and separation distances, it is considered that the Design Brief provides satisfactory guidance and the detail will be more appropriately considered at development management stage. Applications for development will also be obliged to have regard to the requirements of the County Development Plan, in particular Sections 15 (Urban Design) and Section 17 (Development Management Standards). It is a requirement of Section 17.3 that a Design Statement is required.</p> <p>Noise Actions studies are dealt with under Items 121-122 of this report.</p> <p><u>Chief Executive's Recommendation</u> No change.</p>
	<i>Road Upgrade</i>	<i>Complete Pedestrian Crossing point at appropriate location on Green Lane.</i>	<i>To be completed prior to the commencement of development.</i>	
	<i>Pedestrian/cyclist links</i>	<i>Complete pedestrian / cycle access onto the R449</i>	<i>Prior to completion of 100 dwellings</i>	
	Road Upgrade	Improvements to Leixlip Gate	To be completed prior to the commencement of development	
	<i>Ecology Survey</i>	<i>Complete Site specific Ecology survey on existing green infrastructure to include all natural boundary hedgeros. Wildlife survey to be completed with regard to protected species e.g. Bats occupying</i>	<i>To be completed prior to the commencement of development and recommendations implemented by developer as part of planning permission grant.</i>	

		<i>the site.</i>		
	<i>Development Details</i>	<i>Site Densities, Site Design, 2-3 storey maximum height permitted. Pattern of Development and Separation distances to be reviewed and agreed with respect to Adjacent existing Residential units (Glen Easton).</i>	<i>To be completed prior to Planning permission approval.</i>	
	<i>Noise Action Study</i>	<i>Complete study as per the Kildare Noise Action Plan 2013 – 2018, on the effect of motorway noise from M4 on KDA1. Physical alterations to site, changes to proposed location of residential units, sound barriers, to be completed based on study findings.</i>	<i>Study, planning changes and physical alterations to site to be completed prior to the commencement of development</i>	
<b>131</b>	<p><u>Motion: Councillor Young</u>  Include a new statement at the end of Section 13.2.2  <i>KCC will enter into discussion with the DHPCLG and the Dept of</i></p>			<p><u>Chief Executive’s Response</u>  The Council will investigate options to secure land for the provision of social housing to meet the social housing needs of the area.</p>

	<p><i>Finance to request that a portion of the lands owned by NAMA in the Leixlip area be transferred to KCC for the purpose of building social housing, to ensure that KCC-owned social housing will comprise at least 10% of the housing stock in the Leixlip area.</i></p>	<p><u>Chief Executive's Recommendation</u> No change.</p>
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