

Chief Executive's Report on Submissions received
on Proposed Material Alterations to the
Draft Leixlip Local Area Plan





Planning Department, Kildare County Council

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Section 1

1.1 Introduction

This report relates to submissions and observations received from the public and prescribed bodies following the publication of the Proposed Material Alterations to the Draft Leixlip LAP 2020 - 2026.

1.2 Public Consultation

Notice of Proposed Material Alterations to the Draft Leixlip Local Area Plan 2020-2026 was published on 3rd October 2019 in the Liffey Champion newspaper.

The Proposed Material Alterations were placed on public display and submissions and observations were invited for a period of 4 weeks from Friday 4th October to Friday 1st November 2019.

Copies were made available for inspection at the public counter of Planning Department in Áras Chill Dara, Devoy Park, Naas and in Leixlip Library, Captain's Hill, Leixlip. The Proposed Material Alterations were also available to view on the County Council's website.

The following documents were published with the Proposed Material Alterations:

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

Copies of the Proposed Material Alterations were also sent to prescribed bodies, including government departments and other agencies, as required by the Planning and Development Act 2000 (as amended).

In total, 49 submissions were received during the public consultation period, including 8 from government bodies and statutory agencies.

1.3 Content of the Chief Executive's Report

The Chief Executive's Report must:

- List the persons or bodies who made submissions/observations.
- Summarise the issues raised by the persons or bodies in the submissions/ observations.
- Give the opinion of the Chief Executive in relation to the issues raised, his recommendations in relation to the Proposed Material Alteration to the Draft Local

Area Plan, including any change to the Proposed Material Alteration as he considers appropriate, taking account of the proper planning and sustainable development of the area, the statutory obligations of any local authority in the area and any relevant policies or objectives for the time being of the Government or of any Minister of the Government.

1.4 Next Steps

Within six (6) weeks of receiving the Chief Executive's Report, the Elected Members must consider the Proposed Material Alterations and the Chief Executive's Report and decide whether to make LAP with all, some or none of the Material Alterations as published.

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

In making the LAP, the elected members, acting in the interests of the common good and the proper planning and sustainable development of the area, must, in accordance with the '*Code of Conduct for Councillors*' (July 2019) prepared under the provisions of the Local Government Act 2001, carry out their duties in a transparent manner, must follow due process and must make their decisions based on relevant considerations.

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

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

The statutory objectives of the local authority include:

- The obligation to ensure that the LAP is consistent with the objectives of the County Development Plan;
- The national and regional planning objectives specified in the National Planning Framework and the Regional Spatial and Economic Strategy; and
- Specific Planning Policy Requirements specified in guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended).

Section 2 List of Persons/Bodies Who Made Submissions/Observations

2.1 List of Persons/Bodies Who Made Submissions/Observations

49 submissions were received during the public consultation period, including 8 from government departments and agencies. A list of all persons/bodies that made a submission/observation on the Proposed Material Alterations during the prescribed public consultation period is set out in Table 2.1 below. A summary of the 49 submissions received are included in Appendix 1 of this report.

Table 2.1 Persons/organisations who made submissions/observations

No.	Name/Organisation	No.	Name/Organisation
1	Office of the Planning Regulator	26	Aoife Gaffney
2	National Transport Authority	27	Conor Morgan
3	Transport Infrastructure Ireland	28	Susan Donaghy
4	Environmental Protection Agency	29	Aedin Glennon
5	Irish Water	30	Anthony Larkin
6	Office of Public Works	31	Orla Murphy
7	Health Service Executive	32	Ed Vaughan
8	Department of Education and Skills	33	The Stanley Family
9	MU Barnhall RFC (Dave Keane)	34	Killross Properties Ltd.
10	Trevor Corbould	35	Clíodhna Jordan
11(a) and 11(b)	Kieran Rush Consult Ltd. on behalf of Ballymore Ireland and Brian O'Farrell, the Bruton families and Rowan and Newbridge Leixlip SPV	36	Aidan Jordan
12	Thomas Reid	37	Simon Coburn
13	Niall Geraghty	38	Elizabeth Crossan
14	John Heraty	39	Nicola Jackson
15	Jennifer Minogue	40	Lorcan Farrell
16	Laura MacLennan	41	Neal Dobbs
17	ES Leixlip Greenfields Ltd.	42	Aoife Devaney
18	Austin Crowe	43	Katherine Creelman
19	Laura Doyle	44	L. Delaney
20	Cllr. Nuala Killeen	45	Lorraine Groome
21	Intel Ireland Ltd.	46	Glen Haynes
22	Carol Vaughan	47	Gemma Haynes
23	Cllr. Vanessa Liston	48	Anne Maria Keaveney
24	Tina MacCormack	49	Bronagh Geraghty
25	Will MacCormack		

Section 3 Summary of Issues Raised by Prescribed Bodies

3.1 Summary of Issues Raised

This section summarises the issues raised in submissions/observations received from prescribed bodies in respect of the Proposed Material Alterations to the Draft Leixlip Local Area Plan 2020-2026 and sets out the response and recommendation of the Chief Executive on the issues raised. For ease of reference please refer to Appendix 2 where the proposed material alterations are listed.

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

3.2 Officer of the Planning Regulator (1)

Main Issues Raised

The submission from the Office of the Planning Regulator (OPR) acknowledges Kildare County Council's work to date in progressing the Local Area Plan for Leixlip.

Proposed Material Alteration No. 8 and Proposed Material Alteration No. 56

Having undertaken an evaluation and assessment of the proposed material amendments the OPR welcomes the commitment of the planning authority to prepare and adopt in to the LAP a masterplan for the Confey UDF lands, under objectives CS1.2 and CON1.1. The Regulator also states that it would encourage that the masterplan for Confey be brought forward within 12 months of the adoption of the LAP.

Chief Executive's Response

The submission from the Office of the Planning Regulator (OPR) is noted and agreed.

Chief Executive's Recommendation

Amend Objective CON 1.1 as follows:

(d) The Council will endeavour to initiate the preparation of this masterplan within 12 months of the adoption of the LAP.

3.3 National Transport Authority (2)

Main Issues Raised

The NTA acknowledges the proposed material alterations (MAs) to the Draft Leixlip LAP which includes several additional and amended objectives as recommended in its submission to the Draft LAP.

Proposed Material Alteration No. 39

The submission considers that Objective GI1.9 is overly prescriptive pending a decision on a potential route as identified in the Enhancing Motorway Operation Services: M50 Resilience between M50 J6 and J7 Scoping Study (TII, May 2019). In this regard the submission suggests that a new objective (text underlined) be included as follows:

This proposed material alteration received one submission which suggests that the MA be amended as follows (suggested text is underlined):

MT3.14: To support, in conjunction with TII and the NTA, the need to build resilience for the M50 and to facilitate the development of preferred alignments so

as to ensure optimum transport arrangements and resilience of routes. Any road development should adhere to the principles of Road Development as set out in Section 5.8.3 of the Transport Strategy.'

Chief Executive's Response

The NTA submission on the proposed material alterations is acknowledged. Regarding Proposed MA No. 39, it should be noted that it is not possible to include a new objective such as that being proposed by the NTA at this stage of the LAP making process. It is considered that due to the strategic nature and general location of the proposal, bordering both South Dublin County Council and Fingal County Council, such an objective should be incorporated into the County Development Plan as part of a full review of that plan which will commence in early 2021. It is noted that the Scoping Study prepared by TII also illustrates several potential routes which are located within the jurisdiction of Kildare County Council, but outside of the LAP boundary. Therefore, it is considered more appropriate to include a suitable objective in the County Development Plan when the plan is being reviewed. At that time, a final proposed route may have been selected which would provide a greater level of clarity to any supporting objective.

Chief Executive's Recommendation

No further change recommended.

3.4 Transport Infrastructure Ireland (TII) (3)

TII welcomes the proposed material alterations arising from consideration of its initial submission to the Draft Plan. In relation to the other proposed MAs on display, the submission by TII outlines the following observations for the Council's consideration:

Development Lands

TII notes that it is of particular importance that policies and objectives are drafted which allow the network of national roads to continue to play the intended strategic role in catering for inter-regional transport requirements in accordance with EU TEN-T Regulations, and the requirements of the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012). The submission notes that the Draft LAP and Proposed MAs outline a number of significant development proposals for Leixlip which potentially could have an impact on the safe and efficient functioning of the M4 motorway.

Lands at Confey

Proposed Material Alteration No. 5 and No. 8

The designation of lands at Confey as Phase 2 lands by Proposed Material Alterations No. 5 and No. 8 is noted.

Proposed Material Alteration No. 33

Proposed Material Alteration (MA) No. 33 is welcomed.

Proposed Material Alteration No. 56

Proposed MA No. 56 is welcomed. TII states that it would welcome consultation on the Confey masterplan when its preparation is commenced.

Lands at Collinstown

Proposed Material Alteration No. 50

TII considers that the masterplan to be prepared as part of the Proposed MA No. 50 should be incorporated into the LAP by way of a statutory amendment (as is proposed for the Confey Masterplan under Proposed MA No. 56). TII further states that it would welcome consultation on the masterplan when its preparation is commenced.

Proposed Material Alteration No. 29

TII note this proposed MA.

Lands at the Liffey Business Campus (former HP site)

Material Alteration No. 18

TII welcomes the provisions of Proposed Material Alteration No. 18.

Material Alteration No. 33

TII welcomes the provisions of Proposed Material Alteration No. 33. In this regard it is critical that the transport impact of development proposals considers the cumulative impact of development of the subject lands and incorporates mitigation measures accordingly. The submission states that consideration of applications on an individual basis represents an inappropriate and piecemeal approach to the development of this key employment area.

M50 Network Resilience

The submission notes that its initial submission to the Draft LAP outlined the proposal included in the NTA 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 the N7 national roads, by the widening of existing roads and the development of new road links'*. The initial submission requested that the Council consider the alternative potential routes identified when finalising the Local Area Plan and requested that provision was made within the text of the plan identifying the potential requirement for additional river (Liffey) crossings. It also suggests that reference could be made to national road network resilience and related NTA Strategy provisions within the text of the LAP. In this regard TII notes the inclusion of Proposed Material Alteration No. 39 and requests that the Council gives special attention to the requirements for M50 network resilience and the provisions of the NTA Transport Strategy for the Greater Dublin Area.

Proposed Material Alteration No. 39

TII recommends against the adoption of Proposed MA No. 39 in its current form and remains available for consultation in relation to this matter.

Proposed Material Alteration No. 42

The submission requests that careful consideration be given to the variety and range of uses planned in the vicinity of proposed road schemes and the principles outlined in Section 2.9 of the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012). Therefore, TII considers that Proposed MA No. 42 concerning the development of a sensory garden within the grounds of St. Catherine's Park should consider complementarity with any road scheme proposed in the vicinity.

Other Development Objectives

Submission highlights that Section 8 of the Draft Leixlip LAP includes a number of specific transport related objectives (MT3.12, MT3.13 and MT1.11) with potential implications for the adjoining M4 and associated junctions. As outlined in the Authority's submission on the Draft Kildare CDP in relation to road projects that have potential implications for the national road network but are not schemes promoted by TII, the Authority acknowledges that it is beneficial to identify such schemes that are proposed to be delivered at a local/regional level within the term of the Plan. However, the Council should be aware that TII may not be responsible for financing such additional projects. In addition, such projects should be developed by the Council to complement the strategic function of the national road network and should not undermine or compromise this function.

TII notes that the preparation of the Draft County Development Plan 2017-2023 included the provision that consultation with TII will occur and it is requested that this is also reflected in each of the relevant objectives of the LAP in the interests of consistency.

Proposed Material Alteration No. 30

The principles outlined above should also apply to the identification of local Park and Ride facilities included in Proposed Material Alteration No. 30.

Future Consultation

TII reiterates that it would welcome consultation and collaboration with the planning authority in relation to the development proposals in the Key Development Areas and to specific road schemes outlined in its submission. In addition, TII would welcome consultation on the development of a North East Kildare Strategic Land Use and Transportation Study which is provided for by Objective MT3.4 of the Draft LAP.

Chief Executive's Response

The submission from Transport Infrastructure Ireland (TII) regarding the proposed material alterations is acknowledged.

Regarding TII's suggestion that Proposed MA No. 50 in relation to the lands at Collinstown, be incorporated into the LAP by way of a statutory amendment, as is proposed for Confey, it is not considered that such a provision is necessary as the level of infrastructural constraints are not as complex. Whilst the Collinstown lands are an identified strategic employment site (in the RSES), it is considered that Proposed MA No. 50 provides sufficient clarity, direction and flexibility, including the need for a Transport Impact Assessment, to safeguard against any potential negative effect on the local/national road network or the risk of piecemeal development on the lands.

It should be noted however, that Table 6.1 in the current County Development Plan lists an orbital link road between the M4 and M3 as a priority road project and provides for consultation with the key stakeholders including TII, to enable its progression. Furthermore, Policy RS 7 provides for the securing of major roads projects (as outlined in Table 6.1) that are consistent with the 'Principles for Road Development' criteria that is set out in Section 5.83 of the Transport Strategy for the Greater Dublin Area 2016-2035.

Regarding the specific issue of M50 Network Resilience, as per the response to the submission of the NTA, it is considered that given the strategic nature and location of the proposed route, the most appropriate place to provide a policy context for such a project would be within the County Development Plan. It is the intention of the planning authority to include provision for such a proposal in its review of the CDP which will commence in early 2021.

Regarding TII's submission on Proposed MA No. 42, the proposed sensory garden is to be located adjacent to the existing car park and will be limited in its extent at approximately 1,000m² in size.

Chief Executive's Recommendation

No further change recommended.

3.5 Environmental Protection Agency (4)

Main Issues Raised

Proposed SEA determination

The submission notes Kildare County Council's (KCC's) position regarding the need for Strategic Environmental Assessment (SEA) of the proposed material alterations to the Draft Leixlip LAP. The submission notes that for land use plans at a county and local level the EPA's guidance document '*SEA and Local Authority Land-Use Plans – EPA Recommendations and Resources*' should be considered as appropriate and relevant to the proposed alterations.

Specific comments to be considered

Proposed Material Alteration No. 5

Section 4 – Core Strategy could also refer to the Planning Land Use and Transport Outlook 2040 (DTTAS). Additionally, the relevant aspects of the Climate Action Plan 2019 (DCCAE) should be taken into consideration.

Section 5 – Urban Centre and Retailing

The Urban Development and Buildings Heights Guidelines should be also be integrated and referenced as appropriate.

Proposed Material Alteration No. 9

The Proposed objective UCR1.5 in relation to the Town Renewal Plan for Leixlip is noted.

Proposed Material Alteration No. 50

The intention to carry out a masterplan for the Collinstown lands is noted. The submission requests that the requirements of SEA and the Habitats Directive need to be taken into consideration should this involve the zoning/development of lands.

Other comments

Sustainable development – in considering alterations, Kildare County Council should ensure that the plan is consistent with the need for the proper planning and sustainable development of the area. The plan should consider the need to align with national commitments on climate change mitigation and adaption, as well as incorporating any relevant recommendations in sectoral, regional and local climate adaption plans. Alterations should also be consistent with key relevant higher-level plans and programmes.

Future Modifications to the Draft Plan – Where further modifications are proposed, these should be screened for likely significant effects in accordance with SEA Regulations. They should be subject to the same method of assessment applied in the 'environmental assessment' of the Plan.

SEA Statement – 'Information on the Decision' – The submission sets out a summary of what should be contained in the contents of a SEA statement once the Plan has been adopted/made, a copy of which should be sent to any environmental authority consulted during the process.

Environmental Authorities – The EPA outlines the bodies that should be consulted under the SEA Regulations.

Chief Executive's Response

The submission of the Environmental Protection Agency (EPA) on the proposed material alterations is noted by the Council. It is considered that Draft LAP complies with relevant Ministerial Guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended), the NPF and the RSES for the Eastern and Midlands Region.

Regarding Proposed MA No. 50, any masterplan for the Collinstown lands will have regard to legislative requirements regarding SEA and AA. It should be noted that under the Draft LAP, the Collinstown lands are zoned Q: Enterprise and Employment and accordingly have been subject to both SEA and AA processes.

Chief Executive's Recommendation

No further change recommended.

3.6 Irish Water (5)

Main Issues Raised

Proposed Material Alteration No. 36

Supports the insertion of this proposed material alteration regarding the National Water Resources Plan.

Proposed Material Alteration No. 56 (Confey Masterplan)

Notes that water and wastewater requirements are mentioned as part of the masterplan. States that this will involve substantial works and that these do not form part of IW's Capital Investment Programme and that works within the Confey masterplan lands would therefore be '*developer driven.*'

Chief Executive's Response

Irish Water's submission on the proposed material alterations is noted. The preparation of the masterplan for the Confey lands will involve detailed engagement with all service providers including Irish Water.

Chief Executive's Recommendation

No further changes are recommended.

3.7 Office of Public Works (6)

Main Issues Raised

The OPW welcomes the opportunity to comment on the proposed material alterations to the Draft LAP and notes that the initial comments made by OPW in May 2019 remain valid and should be read in conjunction with this submission. The submission outlines issues relating to Proposed MAs and the SFRA Addendum document.

Proposed Material Alterations No. 56

The OPW acknowledges the insertion of recommended text and referred to as objective CON 1.5 in the Chief Executive's Report on the Submissions Received to the Draft LAP. It is noted that this recommendation is currently not included in the Proposed Material Alteration Report Final (under MA No. 56) and Objectives CON1.1 – 1.4 (as recommended in the Chief Executive's Report on the Submissions Received to the Draft LAP) have been removed and replaced. The OPW requests this statement is included in the final document. Wording of the requested objective is outlined as follows:

To require the preparation of a Strategic Flood Risk Assessment (SFRA) to identify flood risk management options for the Confey Area to inform the preparation of the masterplan for these lands. The SFRA will ensure any issues are assessed and mitigated further upstream and that there is no adverse impact on existing properties upstream, or in the area, whilst also demonstrating that the development of this land shall not create an adverse impact on lands downstream between the proposed Confey UDF area and the confluence with the River Liffey.

The submission notes that the inclusion of this objective in the final document and fulfilment of this objective in the long term will be of critical importance for the sequential and sustainable development of the Confey area.

Proposed Material Alteration No. 57

The OPW notes Proposed MA No. 57 to rezone agricultural land for residential development in the Leavalley and Walterstown area where previous assessment has demonstrated that there is considerable flooding in the area in both the 1% and 0.1% AEP fluvial events. The Moor of Meath (Stream) is also in close proximity to the watercourse to warrant further investigation. The submission notes that no justification test nor additional technical information has been provided within the addendum to demonstrate that these additional lands will pass the development plan justification test nor development management justification test.

Proposed Material Alteration No. 60

The submission notes the inclusion/expansion of Open Space & Amenity and Strategic Open Space zonings included in Map Ref: 6 of the Draft Local Area Plan.

Chief Executive's Response

The submission of the Office of Public Works on the proposed material alterations is noted.

Regarding the concerns outlined by the OPW in relation to Proposed Material Alterations No. 56 and No. 57, it is submitted that the Confey UDF area will be subject to site-specific flood risk assessment as part of a masterplanning process. This is noted in Section 1.1 of the SFRA

Addendum of the report on the Proposed Material Alterations (Page 9, SFRA Addendum on the Proposed Material Alterations to the Draft Leixlip Local Area Plan 2020-2026). Proposed MA No. 56 states that no residential development shall be considered in the absence of a masterplan. In the event of the site-specific flood risk assessment determining that there is an unacceptable flood risk to any lands in question then the incorporation of the masterplan by way of a statutory amendment to the LAP, will also allow for any necessary consequential amendments to the zoning designation of any affected lands.

The request for the text of objective CON 1.5 (as recommended in the Chief Executives Report on the Submissions Received to the Draft LAP) to be included in Proposed MA No. 56 is agreed (refer to Chief Executive's Recommendation below).

Chief Executive's Recommendation

It is recommended that Proposed Material Alteration No. 56 is adopted as proposed with the following additional text:

CON 1.1

- (a) No residential development shall take place on the lands identified within the Confey Urban Design Framework until such time as a Masterplan is prepared and integrated into the Leixlip Local Area Plan by way of a statutory amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended).
- (b) The Masterplan should include (but not be restricted to):
 - (i) Phasing infrastructure programme including physical, social, transport and economic infrastructure
 - (ii) Site-Specific Flood Risk Assessment for the masterplan lands. Such assessments shall *identify flood risk management options for the Confey Area and will ensure any issues are assessed and mitigated further upstream and that there is no adverse impact on existing properties upstream, or in the area, whilst also demonstrating that the development of this land will not create an adverse impact on lands downstream between the proposed Confey UDF area and the confluence with the River Liffey;*
 - (iii) Transport Impact Assessment including proposals (if any) for Captain's Hill (R149).
 - (iv) Upgrades to Cope Bridge.
 - (v) Details of any upgrade works to Captain's Hill, to include entrances/exits to existing housing estates from same.
 - (vi) Statement of Compliance with Urban Design Framework.
 - (vii) Water and wastewater network requirements.
 - (viii) Associated Environmental Assessments.
- (c) Individual applications for smaller sections of the Confey Masterplan lands shall not be considered by the Planning Authority or An Bord Pleanála until the Masterplan is integrated into the Local Area Plan in accordance with (a) above.

3.8 Health Service Executive (7)

Main Issues Raised

The HSE notes that most of the proposed material alterations seek to respond to the recent changes in national and regional planning policy, namely the RSES and NPF. The submission states that it supports the changes and has no further comments to make at this time.

Chief Executive's Response

The HSE's response to the proposed material alterations is noted.

Chief Executive's Recommendation

No further change recommended.

3.9 Department of Education and Skills (8)

Main Issues Raised

Proposed Material Alterations No. 1, 2, 3, 5, 6 and 8

The submission notes that the purpose of the proposed MAs is to align the LAP with the revised population figures from the NPF and RSES, through the introduction of significant phasing.

The submission also notes that under Proposed MA No. 5 the plan in the short term must provide for an additional 1,189 housing to 2023. The department further notes that the requirement to deliver 3,315 units within the town under the core strategy of the CDP is clearly reflected in Proposed MA No. 6 which sets out a phasing schedule for the development.

Having regard to the above and considering the projected longer-term population projections as outlined in the NPF/RSES the Department states that its requirement as outlined in its submission to the Draft Plan still remains. The Department's initial submission to the draft LAP anticipated an additional requirement for 2 no. primary schools and 1 post-primary school over the lifetime of the plan as originally stated (i.e. the period up to 2026).

The submission concludes its submission referring to the need of the CDP core strategy to align with the population projections outlined in the NPF/RSES. In this regard the Department requests that future engagement between KCC and the Department take such anticipated growth into account when assessing future primary and secondary school provision.

Chief Executive's Response

The Department's submission on the proposed material alterations is noted. The submission acknowledges that while Proposed Material Alteration No. 1 provides for a shorter plan period (i.e. 2020-2023), the additional longer-term requirement for 2 no. primary schools and 1 no. post-primary school remains an integral part of the Plan. The Urban Design Framework (Appendix 1 of the LAP) makes specific provision for these new schools to be located within the Confey lands. Furthermore, the masterplan which is provided for under Proposed Material Alteration No. 50, is required to provide a statement of compliance with the Urban Design Framework.

Chief Executive's Recommendation

No further change is recommended.

Section 4 Summary of All Other Submissions Relating to Proposed Material Alterations and Chief Executive's Response

Proposed Material Alteration No. 1 – Plan Period

One submission received outlines concerns in relating Proposed MA No. 1 and the consequential Proposed Material Alterations No. 2 and No. 3. While noting the reasons for this proposal, the submission references Section 18(5) of the Planning and Development Act 2000 (as amended) which states that a Planning Authority may at any time amend or revoke a local area plan. Considering this legislative provision, the submission argues that the need for the limiting of the plan period is unnecessary. Furthermore, it notes that the Planning Authority will be required to revise all LAPs within its functional area and the County Development Plan in or before 2023.

Another submission requests that the phasing of the Plan from 2020 to 2026 and amended to 2020 to 2023 should consider the viability of all aspects of the LAP and deliverability in a sustainable fashion with adequate transport and social infrastructure.

Chief Executive's Response

The intention of the proposed material amendment to shorten the Plan period is to align the LAP with the review of the CDP. The proposed zoning and associated phasing of residential lands represents a measured and evidence-led approach, informed by a comprehensive Strategic Planning and Infrastructural Assessment (SPIA) to guide the development in Leixlip over the lifetime of the plan and beyond, in line with the transitional population projections set out in the NPF Roadmap and the RSES.

Chief Executive's Recommendation

Recommend Material Alteration No. 1 is adopted as proposed.

Proposed Material Alteration No. 2 - Consistency with Hierarchy of Plans

One submission received states that the upcoming variation to align the County Development Plan (CDP) with the NPF and RSES should be prioritised by the Council. Another submission queries the guarantees there are for the delivery of associated infrastructure and services should such large scale development take place. This submission requests that pending the review of the core strategy in the CDP, that Leixlip LAP is scaled back to permit development that can occur within the next two years with appropriate transport infrastructure and utility infrastructure in situ prior to housing development.

Another submission outlines various concerns relating to this proposed material alteration as a consequence of limiting the life of the plan to 2023 rather than 2026 under Proposed Material Alteration No. 1.

Chief Executive's Response

The LAP for Leixlip is being progressed on foot of a Ministerial Direction issued on 6th March 2018. As previously noted, the zoning and phasing of development on residential development lands was informed by a comprehensive Strategic Planning and Infrastructural Assessment (SPIA) which was published alongside the Draft Plan. In relation to the request to 'scale back' development proposals, it should be noted that there has been a significant

reduction in the identified housing target for the County to 2023 following the publication of the NPF Roadmap and the RSES. This reduction will in turn will have implications for all settlements in Kildare including Leixlip. Table 12.1 of the Draft Plan includes specific details regarding the delivery of infrastructure necessary to develop Key Development Areas (KDAs) and identifies various timelines involved and funding sources for such infrastructure. Section 12.1.2 of the Draft Plan stipulates that the phasing schedule within each KDA *'is based on the premise that the number of dwelling units that may permitted in each phase of development is dependent on the provision of a pre-determined amount of infrastructure, facilities and amenities to service each phase'*. Furthermore, the KDAs are subject to a range of safeguards which include a requirement for the preparation of transport impact assessments (TIAs) and flood risk assessments which shall accompany any planning application relating to any of the KDAs.

The response to the concerns regarding the proposed limiting of the life time of the Plan to 2023 is outlined in the Chief Executive's Response to Proposed Material Alteration No. 1 (please refer to Proposed Material Alteration No. 1).

Chief Executive's Recommendation

Recommend that Material Alteration No. 2 is adopted as proposed.

Proposed Material Alteration No. 3 – Consistency with hierarchy of Plans

One submission received outlines concerns relating to this proposed material alteration as a consequence of limiting the life of the plan to 2023 rather than 2026 under Proposed Material Alteration No. 1.

Chief Executive's Response

The submission in relation to this proposed MA is noted. The response to the concerns outlined has been addressed in the Chief Executive's Response to Proposed Material Alteration No. 1 (please refer to Proposed Material Alteration No. 1).

Chief Executive's Recommendation

Recommend that Material Alteration No. 3 is adopted as proposed.

Proposed Material Alteration No. 4 – Vision for Leixlip

No submissions were received in relation to this proposed material alteration.

Proposed Material Alteration No. 5 – National Planning Framework and Population Projections

Submissions received in relation to this proposed MA express concern regarding the scale of residential development proposed for Leixlip in the period to 2023. One submission states that the sites chosen for residential development (the KDAs) are unsuitable in terms of transport links and infrastructural services and a review of these in the first instance is imperative. This submission requests that an infrastructural assessment of neighbouring developments is carried out and with any deficiencies identified, and solutions sought. The submission also outlines concerns relating to the challenge of delivering the 10% of County's unit growth in Leixlip due to physical constraints, topography etc as per the current County Kildare Core Strategy. Concerns were also raised relating to the suitability of Celbridge Road

East KDA for residential development. The submission requests that KDA2 be removed as the proposed zoning will undermine Leixlip Castle/Demesne and the historic centre of Leixlip.

Chief Executive's Response

As per the Chief Executive's Response to the proposed MAs No.1 – No. 4 (see above), the selection of each Key Development Area (KDAs) was informed by the preparation of a Strategic Planning and Infrastructural Assessment (SPIA) which considered a number of factors including (but not limited to) proximity to town centre and social infrastructure services, availability and capacity of physical infrastructure, access to public transport and environmental considerations. The identified KDAs present well in terms of compliance with the principles of compact growth and sequential development and both Celbridge Road East and the Wonderful Barn KDAs were categorised as Tier 1: *Serviced Zoned Land*. Tier 1 lands, as defined by the NPF, can accommodate new development (in the short term) as they are able to connect to existing development services for which there is service capacity available.

It is noted that the key purpose of the Ministerial Direction requiring the preparation of this Draft Plan is to ensure that additional lands are zoned for housing in Leixlip in the interests of meeting the housing allocation requirement outlined in the core strategy of the Kildare County Development Plan 2017-2023, where the town has been allocated 10.2% of the County's overall housing growth target.

Regarding the request to remove the proposed residential zoning from Celbridge Road East KDA, it should be noted that such a request is not possible at this stage of the LAP process as only changes of a minor nature can be made to proposed material alterations only which relate to revisions to the indicative layout and not the principle of land use zoning. For a response to more specific concerns relating to design and existing residential amenity issues surrounding Celbridge Road East KDA, please refer to the Chief Executive's Response on Proposed MA No. 46 (a) + (b).

Chief Executive's Recommendation

Recommend that Material Alteration No. 5 is adopted as proposed.

Proposed Material Alteration No. 6 – Residential Development Areas

One submission received on this proposed MA outlines concerns regarding the scale of residential development proposed for Leixlip in the period to 2023 and states that the village cannot support the number of houses proposed in the plan.

Chief Executive's Response

This proposed MA, in conjunction with Proposed MA No. 5, provides for a substantial revision to the proposed phasing schedule than that provided for in the Draft Plan. In this regard the Strategic Planning and Infrastructural Assessment (SPIA) assisted in the identification of the most suitable areas to be developed initially within the proposed plan period to 2023. Furthermore, as noted in the Chief Executive's Response to Proposed Material Alteration No. 2, all KDA's are subject to a range of safeguards, to ensure that new residential development does not have an adverse impact on the existing residential amenities of the area.

Chief Executive's Recommendation

Recommend that Material Alteration No. 6 is adopted as proposed.

Proposed Material Alteration No. 7 – Development of Leixlip

One submission received states that Kildare County Council should, in supporting long term sustainable growth, demonstrate the use of proper planning to ensure that there is security of services such as water, wastewater provision and electricity.

Chief Executive's Response

The strategic planning and infrastructure assessment (SPIA) which accompanies the Draft LAP investigated the provision of a range of supporting services including roads, water, wastewater and social infrastructure (with the exception of electricity) for all proposed development areas in Leixlip. It is noted that it is a requirement of the NPF that all statutory land use plans including County Development Plans and Local Area Plans, are accompanied and informed by an infrastructural assessment when proposing to zone land for development purposes.

Chief Executive's Recommendation

Recommend that Material Alteration No. 7 is adopted as proposed.

Proposed Material Alteration No. 8 – Confey

One submission states that there is no logic to the proposed linking of the development of the Confey lands to the other Key Development Areas (KDAs) particularly in light of the current housing crisis. It states that it is incumbent on the planning authority to facilitate development on all residential zoned land as quickly as possible. In this regard, the submission states that the Urban Design Framework (UDF) for Confey is a sufficiently robust document to guide future development and the preparation of a masterplan is unnecessary. Therefore, the submission requests that Proposed MA No. 8 be amended as follows:

Suggested text amendment - delete text in ~~strike through~~ and include additional text underlined.

CS1.2: To focus new residential development on appropriately zoned lands at Confey, within the Key Development Areas identified as Phase 1 and on appropriate infill sites in the town and the Phase 2 lands at Confey, in a phased manner alongside the delivery of appropriate physical and social infrastructure. Phasing shall be in accordance with Table 4.1. Development will be permitted in principle on Phase 1 lands ~~during the initial stages of the LAP and only when these lands are 'substantially developed' will permission be granted for the~~ immediately and the planning authority shall do its utmost to secure investment in the necessary infrastructure to enable the development of lands identified as Phase 2, working with the local land owners, Irish Water, the NTA and other state agencies and stakeholders, in accordance with the Urban Design Framework appended to this plan, as expeditiously as possible. ~~Should the lands identified as Phase 1 not come forward for development in the short term, consideration will be given to Phase 2 lands subject to the preparation of the Masterplan which is to be prepared and integrated into the Leixlip Local Area Plan by~~

~~way of a statutory amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended) as per objective CON 1.1.~~

Another submission states that new development should ensure that appropriate infrastructure to develop Phase 2 (Confey) is in place prior to any permission being granted for development. A masterplan ought to explore social infrastructure as part of the development and appropriation of sufficient space for sports and recreation as well as housing with adequate infrastructure.

Chief Executive's Response

The revised phasing schedule as outlined in the proposed material alterations have been designed to advance residential development in locations that present most suitably in terms of sequential development and where infrastructural capacity is readily available (i.e. Phase 1 lands). As noted in Proposed Material Alteration No. 5, *'the identification of the lands at Confey as Phase 2 reflects the significant short-medium term physical and social infrastructural constraints (highlighted in Section 12.7.6 of the Draft LAP) associated with the development of this area such as the upgrade works required at Cope Bridge, the general road network and issues relating to water and wastewater.'* In light of this, it is considered that Proposed MA No. 8 provides an optimal level of clarity regarding prioritisation of the most appropriate locations for residential development in Leixlip whilst not precluding the possibility of residential development on the Confey lands during the lifetime of the plan, where Phase 1 lands have been *'substantially developed'* and subject to a masterplan for the lands at Confey being prepared and integrated into the LAP by way of a statutory amendment. It is considered therefore, that Proposed MA No. 8 provides a necessary but flexible safeguard to ensure the delivery of sequential residential development within the town in tandem with the necessary supporting infrastructure.

Chief Executive's Recommendation

Recommend that Material Alteration No. 8 is adopted as proposed.

Proposed Material Alteration No. 9 – Town Renewal Plan

One submission requests that the wording for Objective UR1.5 be amended to provide for comprehensive transport, infrastructure, utility, social infrastructure, recreation and sustainability Health Check to be included as part of the Town Renewal Plan.

Chief Executive's Response

A comprehensive transport, infrastructure, utility, social infrastructure and recreation analysis of Leixlip has been undertaken in the form of the Sustainable Planning and Infrastructure Assessment (SPIA) which informed and accompanied the Draft LAP. The health check will involve an in-depth Perceptions Analysis (i.e. surveys of pedestrians, shoppers, businesses/retailers and residents) and a Tourism, Leisure and Business Analysis (i.e. audit of assets and opportunities).

Chief Executive's Recommendation

Recommend that Material Alteration No. 9 is adopted as proposed.

Proposed Material Alteration No. 10 – Town Renewal Plan

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 11 – Shop Fronts

One submission received proposes that the following action (text underlined) be inserted after Objective UCR1.6:

To investigate unused premises and seek to bring them back into economic activity using incentives where required.

Chief Executive's Response

Insert text as a new action.

Chief Executive's Recommendation

It is recommended that Proposed Material Alteration No. 11 is adopted as proposed with the following additional text incorporated as an Action in Section 5.1 of the Draft Plan:

Action: *To investigate unused premises and seek to bring them back into economic activity using incentives where required.*

Proposed Material Alteration No. 12 – Undesirable Uses in Town Centre

One submission received requests that the following underlined text be added to the end of Objective UCR2.9:

To encourage indigenous SME's into Leixlip and to develop a hub/support network for local businesses to encourage and support a small business industry.

Chief Executive's Response

It is noted that it is a policy objective (EO 9, Page 109) of the County Development Plan to acquire suitable land for creative and innovative entrepreneurial initiatives and the provision of clustered incubator units. However it is considered that proposed text could be included as an action in Section 5.1 of the Draft Plan.

Chief Executive's Recommendation

It is recommended that Proposed Material Alteration No. 12 is adopted as proposed with the following additional text incorporated as an Action in Section 5.1 of the Draft Plan:

Action: *To encourage indigenous SME's into Leixlip and to develop a hub/support network for local businesses to encourage and support a small business industry.*

Proposed Material Alteration No. 13 – Shop Fronts

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 14 – Town Renewal Plan

One submission was received on Proposed MA No. 14 which suggests that the following underlined text additional be inserted to the end of proposed MA:

This analysis should ensure that the public are consulted and social infrastructure for the use of the public is considered. That participatory budgeting be considered and that the Town Renewal Plan be prioritised.

Chief Executive's Response

It is noted that Proposed MA No. 15 (c) provides for community engagement for the enhancement, renewal and regeneration of the public realm in Leixlip in the context of the Town Renewal Plan (TRP). Regarding the provision of social infrastructure, Proposed MA No. 14 provides for the TRP to include an audit of existing assets and opportunities in the community. In this regard it should be noted that the main emphasis of the TRP will be on the regeneration of the town centre (i.e. public realm improvements etc.) with other projects aimed at improving vibrancy within the town also being considered. The prioritisation of the plan and the incorporation of participatory budgeting are considered operational matters and consequently are not within the remit of the LAP.

Chief Executive's Recommendation

Recommend that Material Alteration No. 14 is adopted as proposed.

Proposed Material Alteration No. 15 – Town Renewal Plan

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 16 (a-d) – Town Centre Public Realm

Proposed MA No. 16 received one submission which suggests that the following underlined text be inserted after Objective UCR 3.2:

Should include public and community participation in all aspects of that plan and that participatory budgeting be considered.

Chief Executive's Response

Proposed MA No. 15 (c) provides for community engagement for the enhancement, renewal and regeneration of the public realm in Leixlip in the context of the Town Renewal Plan (TRP). The inclusion of participatory budgeting as part of the TRP cannot be considered as budgets are operational matters for the Council and consequently are outside the remit of the LAP.

Chief Executive's Recommendation

Recommend that Material Alteration No. 16 (a - d) is adopted as proposed.

Proposed Material Alteration No. 17 – Town Renewal Plan

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 18 – Liffey Business Campus (former HP Site)

Proposed MA No. 18 received one submission which suggests that the following underlined text be inserted at the end of the proposed MA:

That the TIA include cycleways and walkways that the Sli an Slainte be protected and that KCC consider purchasing the Bus Stop there so it can be improved.

Chief Executive's Response

The submission is noted. It is considered that further text be added to the Proposed MA in order to strengthen the outputs of the TIA in terms of providing for sustainable movement.

Chief Executive's Recommendation

It is recommended that Proposed Material Alteration No. 18 is adopted as proposed with the following additional text incorporated to end of the last sentence of the of the Proposed MA as follows:

Having regard to its proximity to the M4 Motorway and the provisions of the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012) any planning applications for significant development on the site shall be the subject of a Transport Impact Assessment (TIA) *which shall include consideration of existing and proposed sustainable transport modes e.g. walking, cycling and public transport.*

Proposed Material Alteration No. 19 – Collinstown

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 20 – William Francis Roantree

Proposed MA No. 20 received one submission which suggests that the following underlined text be inserted at the end of the proposed MA:

To invest in a tourist enterprise committee to develop other historical links with Leixlip's rich heritage and its links to Leixlip Castle, the Obelisk, Wonderful Barn and many other unique Heritage sites.

Chief Executive's Response

The submission received on this proposed MA is noted. This submission does not relate to Proposed MA No. 20 and therefore cannot be considered. The matter could be considered at Council, MD or SPC levels.

Chief Executive's Recommendation

Recommend that Material Alteration No. 20 is adopted as proposed.

Proposed Material Alteration No. 21 – Part V Housing

Proposed MA No. 21 received one submission which suggests that the following underlined text be inserted at the end of the proposed MA:

That Kildare County Council should request funding and seek to encourage developers to exceed the minimum 10% social housing requirement, that KCC should seek to encourage social housing development and explore where they might have opportunities to provide sufficient social and affordable housing in the area.

Chief Executive's Response

Proposed Material Alteration No. 21 is specifically included within the Local Area Plan to confirm Kildare's County Council's statutory obligation in relation to the provision of social housing under Part V of the Planning and Development Act 2000 (as amended). The Council's Housing Department is proactive in exploring all options for the provision of social and affordable housing throughout the County.

Chief Executive's Recommendation

No further change. Recommend that Material Alteration No. 21 is adopted as proposed.

Proposed Material Alteration No. 22 – Childcare

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 23 – Culture, Arts and Performance Spaces

One submission received states that the proposed MA makes no mention of supporting religious communities or facilities and states that currently Leixlip only has religious facilities for one denomination and that the draft plan does not make it easy for other religious communities to find suitable sites. The submission requests that the MA be reworded to take this into consideration.

Another submission requests that the MA be amended to include the wording '*within the lifetime of this LAP*'.

Chief Executive's Response

The submission received on this Material Alteration is noted. Under Table 13.3 Land Use Zoning Matrix of the Draft Leixlip Local Area Plan 'places of worship' are permissible within a range of land use zonings. For example, they are *permitted in principle* on lands zoned 'A - Town Centre' and 'E – Community and Education.' Such uses are also *open for consideration* on both existing and new residential zoned lands as well as in neighbourhood centres and tourism lands. Therefore, it is considered that the land use zoning matrix is sufficiently robust in providing for the development of new or expanded religious facilities within the town.

It is considered adding the wording '*within the lifetime of this LAP*' is unnecessary as the wording of Proposed MA No. 23 implicitly infers support and facilitation of such cultural facilities within the lifetime of the LAP and beyond.

Chief Executive's Recommendation

Recommend that Material Alteration No. 23 is adopted as proposed.

Proposed Material Alteration No. 24 – Primary Care

This proposed material alteration received one submission which suggests that the MA be amended as follows (suggested text is underlined):

HC4.4: To support and facilitate and deliver the development of a Primary Care Centre in Leixlip within the lifetime of this LAP.

Chief Executive's Response

While Kildare County Council is fully supportive of the need to deliver critical health and social infrastructure such as a Primary Care Centre in Leixlip, it is the responsibility of the HSE and the private sector to provide for such health service infrastructure and it is therefore outside of the remit of this plan to ensure that delivery is within the lifetime of the plan.

Chief Executive's Recommendation

Recommend that Material Alteration No. 24 is adopted as proposed.

Proposed Material Alteration No. 25 – New Pedestrian/Cycle Bridge Over the Rye Water

Several submissions were received on Proposed Material Alteration No. 25 requesting that

reconsideration should be given to the proposed deletion of objective MT1.6, to provide a footbridge over the Rye Water. The submission states that pupils of these schools need a safe and direct means to get to school either on foot or by bicycle and such a piece of infrastructure will reduce traffic congestion in the area and promote the use of walking and cycling particularly for young people.

Chief Executive's Response

It is agreed that such a connection over the Rye Water would promote the development of sustainable movement within the town. It is considered that any increase in permeability within in this established area of the town would be consistent with Policy MT1 of the Draft Leixlip Local Area Plan which seeks to '*promote enhanced permeability for pedestrians and cyclists with in the urban environment in order to improve access to the town centre, local schools, recreational facilities, shops, public transport services and other amenities.*'

Chief Executive's Recommendation

It is recommended that Proposed Material Alteration No. 25 is **not** adopted with the movement and transport objectives under Objective MT1 being renumbered accordingly.

Proposed Material Alteration No. 26 – New Pedestrian/Cycle Bridge at Louisa Bridge

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 27 – Permeability

One submission received requests that permeability proposals be dealt with as part of a comprehensive response to promote the benefits of ease of access throughout the community. The submission suggests that a taskforce be set up involving the community and various key stakeholders to enhance existing permeability and discuss new proposals.

Another submission requests that the following wording be added to the proposed MA (suggested text is underlined):

'To consult with the community as to what they desire for their town in respect of permeability and to provide for sufficient public transport capacity & opportunity to access from all areas in Leixlip.'

Chief Executive's Response

It is envisaged that the identification of permeability projects throughout the town in a co-ordinated manner, will be addressed through the Town Renewal Plan for Leixlip, which will examine possibilities for increased permeability on foot of a detailed urban design and spatial analysis. In relation to the suggested text on consultation, it is considered that the proposed MA which includes '*appropriate public consultation*' is sufficient in this regard.

Chief Executive's Recommendation

Recommend that Material Alteration No. 27 is adopted as proposed.

Proposed Material Alteration No. 28 (a) + (b) – Public Transport

This proposed material alteration received one submission which suggests that Proposed MA No. 28 (a) be amended to provide for the following; no reduction of current bus services and to enhance the service offer to the residents of Leixlip; to retain and enhance both peak and

off-peak time services, to encourage the use of public transport and to not overly rely on bus provision to train stations. The submission also suggests that Kildare County Council enter into dialogue with Fingal County Council in respect of transport capacity at Lucan Village (bus corridors) and that the phased Confey development not be undertaken until the upgrade of the National Rail Network / electrification and improvement is complete.

The submission also requests that the additional underlined text be inserted to the end of MA No. 28 (b) as follows:

To retain the bus service to the school and to encourage increased usage of buses by provision of sufficient and timely services and to ensure no reduction of the current service offer. That the phased Confey development not be undertaken until the upgrade of the National Rail Network/electrification and improvement is complete. That Kildare County Council seek to dialogue with the adjoining Local Authorities in respect of transport upgrade requirements prior to developments at Confey.

Chief Executive's Response

The National Transport Authority is the state agency with responsibility for the provision of public transport services. The Council will continue to engage with NTA as the public transport licensing authority in relation to the provision of public transport services that enhance access to bus services within Leixlip.

Regarding the request that the phased Confey development not be undertaken until the upgrade of the rail line is complete, it should be noted that the delivery of DART electrification to the Maynooth line scheduled for 2027 was a consideration in the designation of the Confey lands as Phase 2 (see Proposed MAs No.5 and No. 6). It is anticipated that the masterplan will also take the delivery timeline for DART services into consideration when refining the phasing schedule of the lands, as per Proposed MA No. 56. In relation to dialogue with other County Councils, Kildare County Council engages with adjoining local authorities on projects or proposals that may have multi-jurisdictional implications.

Chief Executive's Recommendation

No further change. Recommend that Material Alteration No. 28 is adopted as proposed.

Proposed Material Alteration No. 29 – Collinstown

One submission was received on this proposed MA which notes that a previous objective to prepare a masterplan for the lands (as part of the 2009 LAP for Collinstown) could not be completed due to the uncertainty surrounding the requirement of the LAP to provide a train station in Collinstown. This submission expresses concern that this will remain the case if proposed MA No. 29 is inserted into the LAP. The submission includes a letter from Irish Rail (dated 1st October 2012) which states that notwithstanding any proposed phasing of development Irish Rail cannot support the construction and operation of a train station if the necessary critical mass of development is absent. The submission states that the opinion expressed in the letter remains the case today and that a train station at Collinstown is not viable until a critical mass of development is available to support its construction and operation. The submission argues that it would be an error to continue to liaise with the NTA regarding the new train station where it has already been decided that such a facility would

have significant negative effects. In this regard the submission refers to the Leixlip Strategic Transportation Assessment (LSTA) which was published alongside the Draft Leixlip LAP. The submission notes that the LSTA examined various options for the provision of a new train station at Collinstown and concluded all such options to be negative. The submission considers that Objective MT 2.7 to be superseded by the findings of the LSTA. Furthermore, the submission states that the NTA *“has not made any submissions to the draft Leixlip LAP to support the demand for a new train station in Collinstown.”* The submission requests that the proposed MA No. 29 be deleted from the draft. Alternatively, if the Council determines that liaison with the NTA on the new train station at Collinstown should remain as an objective of the Plan then it is requested that Objective MT2.7 should be amended to limit the time period in which the liaison period should occur to 6 months. If the NTA cannot commit to a train station, then development of the Collinstown Business Campus should be allowed to proceed without a train station.

Chief Executive's Response

With regard to the contention in the submission that the NTA *‘has not made any submissions to the draft Leixlip LAP to support the demand for a new train station in Collinstown’* it should be noted that proposed MA No. 29 to include Objective MT 2.7 was specifically requested by the NTA in its submission to Draft Leixlip LAP (refer to page 18 of Section 3.2 of Chief Executive's Report on Submissions Received to the Draft Leixlip Local Area Plan 2020-2026). The suggestion to limit the time period for liaising with the NTA to 6 months is not accepted as it is considered that the placing of such time limits on Objective MT 2.7 has the potential to undermine the key purpose and intentions of the objective.

Chief Executive's Recommendation

No further change. Recommend that Material Alteration No. 24 is adopted as proposed.

Proposed Material Alteration No. 30 – Local Park and Ride Facilities

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 31 – Improvements to Cope Bridge

One submission was received which requests that the MA be amended as follows (suggested text is underlined):

(i) The improvement of the bridge at Confey Railway Station to provide two traffic lanes, segregated cycle tracks and footways and the adjacent junctions at the entrances to Glendale and River Forest estates following public consultation and within the lifetime of the LAP. That no development be undertaken without significant improvement of transport links and provision of new bus services to the area set for development. That changes be made in conjunction with the electrification of the line and that development stages are dependent on progress overall in the transport links in this area.

Chief Executive's Response

The submission to Proposed MA No. 31 is noted. A guarantee that improvement works on the bridge should take place within the lifetime of the of the Plan cannot be considered for inclusion in the LAP as such works are subject to separate budgetary and planning consent processes. Public consultation on the works outlined in Proposed MA No. 31 will be included

as part of any planning process (Part 8/planning application) arising from the finalised proposals in relation to the upgrade of Cope Bridge.

Chief Executive's Recommendation

No further change. Recommend that Material Alteration No. 28 is adopted as proposed.

Proposed Material Alteration No. 32 – M4 Motorway

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 33 – Transport Impact Assessments

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 34 – Arthur Guinness Square

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 35 – Castletown Housing Estate

This proposed material alteration received one submission which requests that the MA be amended as follows (suggested text is underlined):

MT3.14: To investigate the installation of appropriate traffic safety and calming measures to address the issue of through traffic using the Castletown housing estate considering the growth in traffic in line with development and to develop an overview of all housing estates, traffic demands and traffic safety and calming measures throughout the town following public consultation and within the lifetime of the LAP.

Chief Executive's Response

The submission to Proposed MA No. 35 is noted. This MA was included to address concerns regarding the specific issue of through traffic using the Castletown housing estate in light of the current and proposed residential development in the area as well as development within the Liffey Business Campus (former HP site). It is noted that Roads Objectives MT3.1 and MT3.9 of the Draft LAP provide for the maintenance and improvement of the local road network with regard to the issues of traffic calming and safety.

Chief Executive's Recommendation

No further change. Recommend that Material Alteration No. 35 is adopted as proposed.

Proposed Material Alteration No. 36 – National Water Resources Plan

This proposed material alteration received one submission which suggests that the Proposed MA No. 36 be amended to provide for the following; that Kildare County Council ensure the sustainability and safety of the water supply; that the Council ensure there is provision for public consultation in respect of any risks to the supply; that future proofing and alternative water supplies are sourced; that a comprehensive review of water supply to the Confey areas is expanded to ensure that the water lost through leakages is improved; that the Council set SLAs with the utility companies to monitor effectiveness; that the Council be present during EPA audits and; that notification of any risk to the supply or safety of water be communicated as soon as it is discovered to ensure that there is a least possible risk to public health as possible.

Chief Executive's Response

Kildare County Council is no longer the agency with responsibility for the provision water services and therefore cannot address issues in relation to capacity, continuity or security of water supply to Leixlip. The Council will continue to liaise with Irish Water as the provider for water and wastewater infrastructure in Leixlip regarding the provision, improvement and future proofing of the water/wastewater network and treatment facilities serving the town. It is envisaged that the preparation of the masterplan for the Confey lands will involve engagement with all key stakeholders and state agencies including Irish Water. It is further noted that Irish Water will be a statutory consultee in the process to amend the LAP to incorporate the masterplan for Confey. Issues relating to the setting of Service Level Agreements (SLAs) and the attendance of the organisation at meetings are considered to be operational matters and outside the remit of a Local Area Plan.

Chief Executive's Recommendation

No further change. Recommend that Material Alteration No. 36 is adopted as proposed.

Proposed Material Alteration No. 37 – Protected Structures

One submission was received in relation to proposed MA no. 37 which suggests that it be amended to provide for a sufficient development plan to be prepared for the Wonderful Barn so that it becomes a public heritage destination as well as a key public amenity with access to sports facilities, allotments, public walkways etc. along with a café / market / heritage office following public consultation within the lifetime of the plan.

Chief Executive's Response

The submission to Proposed MA No. 37 is acknowledged. It should be noted that the proposed development of the Wonderful Barn site as a public and tourist amenity is addressed in several objectives of the Draft LAP including OS1.5 which provides for a public park at the Wonderful Barn Complex. Sporting facilities, allotments and public walkways would be considered ancillary uses within such a park. The Draft Plan also contains an objective under EDT3.10 for a detailed conservation plan/management plan for the site. It is understood that the proposed conservation plan will be used to inform a masterplan for the development of a commercial/tourist activity and public park. It is envisaged that such a masterplan will be the subject to separate public consultation.

Chief Executive's Recommendation

No further change. Recommend that Material Alteration No. 37 is adopted as proposed.

Proposed Material Alteration No. 38 – Green Infrastructure

No submissions were received in relation to this proposed material alteration.

Proposed Material Alteration No. 39 – St. Catherine's Park

One submission received to this MA which requests that the MA be amended as follows (suggested text is underlined and delete text in ~~strike through~~):

GI1.9: (B) To protect the amenity of St. Catherine's Park. No road proposal shall be considered by this Council through the park within the Council's proposed

ownership or jurisdiction from the Fire station to the start of the green open space.

Chief Executive's Response

It is considered that the suggested amendment to Proposed MA No. 39 lacks clarity as to the exact location of 'the start of the green open space'. Furthermore, no lands in the area are currently subject to any 'proposed ownership' by the Council.

Chief Executive's Recommendation

No further change. It is recommended that Material Alteration No. 37 is adopted as proposed.

Proposed Material Alteration No. 40 – Green Infrastructure

No submissions were received in relation to this proposed material alteration.

Proposed Material Alteration No. 41 – Open Space

One submission requests that the MA be amended as follows (suggested text is underlined):

- OS1.7:** To explore the feasibility of/and, develop and/or improve linkages and connections between the network of open spaces in Leixlip, without compromising the biodiversity of the location:
- (i) Along the northern bank of the Rye from Distillery Lane to Woodside Estate and Confey Community College; where the land is confirmed to be in public ownership
 - (ii) Along the River Liffey, from Leixlip Town Centre through Leixlip Castle, to the Salmon Leap Canoe Club; and beyond where the developed land is confirmed to be in public ownership and within the lifecycle of the Leixlip Local Area plan

Chief Executive's Response

The development of such public amenity linkages will be the subject of a separate planning consent procedure which will include provision for public consultation.

Chief Executive's Recommendation

No further change. Recommend that Material Alteration No. 41 is adopted as proposed.

Proposed Material Alteration No. 42 – St. Catherine's Park

This proposed material alteration received one submission which requests that the MA be amended as follows (suggested text is underlined):

- GI1.9:** To support and facilitate the development of a sensory garden and other appropriate amenities within the grounds of St. Catherine's Park on the Leixlip side in lands that are confirmed to be in public ownership, following public consultation and within the lifecycle of this plan.

Chief Executive's Response

The development of a sensory garden and other appropriate amenities may be the subject of a separate planning consent procedure which provides for the necessary public consultation. Procedures, depending on the proposed scale of the garden.

Chief Executive's Recommendation

No further change. Recommend that Material Alteration No. 42 is adopted as proposed.

Proposed Material Alteration No. 43 – Amenities in Open Space Areas

Two submissions received request additional text be included in Objective OS1.8 to provide for provide suitable amenity areas for people of all ages, families and young people with a focus on pro-social activities and to provide for playing pitches where appropriate, on existing open spaces.

Chief Executive's Response

It is considered that the wording of proposed Material Alteration No. 43 does not exclude the provision for amenity areas for people of all ages, pro-social activities or playing fields on existing open spaces. With regard to playing pitches, it should be noted that under Table 13.3 Zoning Matrix they are permitted in principle on all lands zoned *F: Open Space and Amenity* and *F2: Strategic Open Space*.

Chief Executive's Recommendation

No further change. Recommend that Material Alteration No. 24 is adopted as proposed.

Proposed Material Alteration No. 44 – Key Development Areas

One submission received suggests that the following underlined text be inserted at the end of the proposed MA:

That transport infrastructure and social infrastructure are considered and implemented prior to major residential infill. That developer led social infrastructure is not last to be developed and is equally phased.

Chief Executive's Response

Table 12.6 of the Draft Lap sets out a delivery schedule for critical infrastructure within the LAP and through various objectives in the plan. The proposed additional text is therefore not considered necessary.

Chief Executive's Recommendation

No further change. Recommend that Material Alteration No. 44 is adopted as proposed.

Proposed Material Alteration No. 45 – The Wonderful Barn KDA

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 46 (a) + (b) – Celbridge Road East KDA

A total of 25 submissions received relate to Proposed Material Alteration No. 46 (a) + (b). The majority of submissions express concern about the development of houses in Celbridge Road East KDA. The submissions outline the historic nature of the demesne lands, the fact that it dates back to the Norman period and that Leixlip Castle, the oldest inhabited Castle in Ireland and is one of 18 no. protected structures located within Leixlip Castle Demesne. Many submissions state that Celbridge Road East KDA forms part of the demesne lands and should

not be built upon. Several submissions, including a number of 'round robin'¹ submissions, request that in order to honour the work of Desmond Guinness who devoted his life to protecting architecture and environment, Celbridge Road East KDA should be zoned as parkland with a footbridge over the motorway at the Wonderful Barn which can link up with Castletown Demesne. These submissions propose that the new park be called '*The Desmond Guinness Park*' and state that Leixlip Castle and its remaining estate should be turned into a parkland like the Castletown Estate in Celbridge and concludes by noting that such a step will add greatly to the tourism potential of the County.

One submission requests that the Council await the outcome of the proposed variation to the Kildare County Development Plan 2017-2023 and any changes that might arise. Several submissions outline concerns regarding the ability of the infrastructure of the town to cope with such development within the KDA, and that it cannot be allowed as the town is already over capacity in terms of housing and infrastructure. One submission states that the Council is allowing substandard housing to be shoehorned into every available site in the town. Another submission states that the KDA would ruin the look of the village.

Regarding the specific provisions of the Proposed Material Alterations one submission states that the proposed reduction of residential units from 355 to 280 does not mitigate the loss to the community of these historic lands. This submission also states that the site is not appropriate for residential development due to the flooding associated within the area and the consequent need to conduct a flood risk assessment. Other submissions outline concerns regarding the level of housing development proposed on the site and question the ability of servicing infrastructure such as water and drainage to cope. Another submission refers to a proposed cycleway/pedestrian route through Wogansfield from Celbridge Road East KDA and objects to such a proposed pedestrian route as it has potential to cause anti-social behaviour and safety concerns for pedestrians living on the lane.

Chief Executive's Response

In relation to the requests to rezone the lands as parkland/amenity, it is advised that at this stage of the LAP process, only proposed material alterations can be considered. Notwithstanding this, it is considered that proposed MA No. 46 (a) + (b) has taken into consideration the majority of the concerns raised for the Celbridge Road East KDA.

Proposed Material Alteration No. 46 (a) + (b) reduces the number of units by 75 (from 355 to 280) and this reduction has resulted in a substantial area now proposed to be rezoned as '*F2 – Strategic Open Space*.' The proposed MA has also amended the layout and design brief of the KDA to incorporate and safeguard the historic demesne wall as a landscaping feature. The MA also includes additional soft landscaping measures to be provided within the KDA. Furthermore, pedestrian and cyclist links to both the Leixlip Park and Wogansfield residential areas have been omitted by this proposed MA.

¹ A round robin submission is a letter or petition circulated from person to person in a group, sometimes with individual comments being added by each.

With regard to flooding, the proposed MA makes specific provision for a comprehensive flood risk assessment of the site where the *'impact of changing the drainage patterns of the land shall also be taken into consideration by the carrying out of a site-specific flood risk analysis of the KDA which shall accompany any planning application for the KDA.'*

Proposed Material Alteration No. 35 deals with the ongoing issues concerning through traffic using the nearby Castletown housing estate. A Transport Impact Assessment (TIA) must also accompany any planning application for the KDA. It is further noted that in accordance with MT3.13 of the Draft LAP, the development of the KDA at Celbridge Road East is dependent on the delivery of a proposed link road between Junction 6 on the M4 and the Celbridge Road (see Objective MT3.14 in the Draft Plan).

Having regard to the above, the associated amendments, to the location of the lands in close proximity to the town centre and to the availability of services in the area, it is recommended that the proposed MA be adopted.

Chief Executive's Recommendation

Recommend that Material Alteration No. 46 (a)+(b) is adopted as proposed.

Proposed Material Alteration No. 47 (a) + (b) – Leixlip Gate KDA

One submission was received on Proposed Material Alteration No. 47 (a) + (b). This submission welcomes the revised indicative layout of Leixlip Gate KDA (as outlined in MA No. 47 (a)). However, the submission outlines concern in relation to the limiting of the height of the built form within the KDA to 3 storeys as provide for under the proposed MA.

It states that while the draft LAP provides development along the R449 to announce the town, this will be impossible to achieve considering the Proposed MA No. 47 limits building heights to 3 storeys and due to the existing treeline along the boundary. The submission states that heights of up to 4 storeys are needed to achieve this requirement.

Chief Executive's Response

The submission on Proposed Material Alteration No. 47 (a) + (b) is noted. It is considered that buildings of between 3 and 4 storeys may be appropriate fronting onto the R449 in order to provide a strong urban edge and to announce the town on the approach from the west.

Chief Executive's Recommendation

It is recommended that Proposed Material Alteration No. 47 (a) + (b) is adopted with the amendments to the following portion of text:

High quality development form along the R449 should announce the town and buildings limited to ~~3 storeys~~ **3- 4 storeys** may be provided at the roundabout junction of the R449 and Green Lane.

Proposed Material Alteration No. 48 (a) + (b) – Black Avenue

One submission received requests proposed MA No. 48 be deleted and Black Avenue KDA be retained in the Plan. The submission provides a series of arguments in favour of development of new housing on the lands including the following:

Background

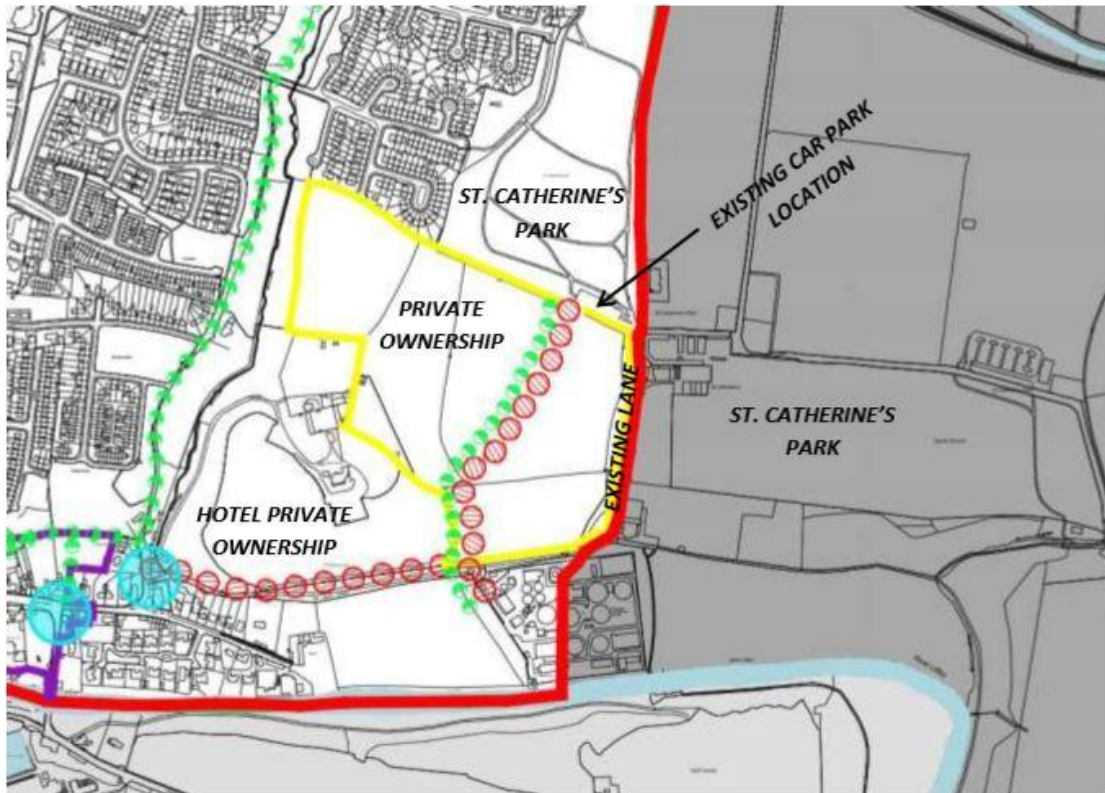
Submission provides a basic background to the ownership of the lands stating that they are in private ownership since the 1990's. The submission notes that the Black Avenue KDA was proposed by Kildare County Council in the draft LAP and would contribute to housing provision, road improvements and the linkage of open space. Furthermore, it is noted that proposals for the Black Avenue KDA are deemed to be consistent with the criteria set out by the Council. Reference is also made to detailed traffic access and drainage investigations to show the suitability of these lands for development. The submission states that these were requested by the Council as part of early pre-rezoning submission discussions in January of this year. The submission includes a zoning extract of the Draft Leixlip LAP (referred to as Image 1 in submission).

Programme of Works

With regards to the delivery of units on the lands at Black Avenue, the submission notes that the delivery of all units in full is estimated to be completed within a 5-year period, i.e. within the lifetime of a grant of planning permission for the development. It is expected that the road improvement works would be delivered within 12 months, while the housing units would be delivered in phases of approx. 80 – 100 units per year over the remaining 4-year period. The upgrading works to the road would be carried out prior to commencement of any housing development. Furthermore, the submission considers that the rezoning of other lands within the LAP, do not fully address the Minister's requirements in terms of the short/medium term housing provision.

St. Catherine's Park

Reiterates that the subject site is under private ownership which is currently not legally accessible to the general public. Notes that if the Draft LAP is adopted in its current form and the subject lands rezoned, a considerable quantity of lands zoned for Strategic Open Space (F2) and Open Space & Amenity (F) will be made accessible for public use. Further notes that the current proposal included in the Draft LAP, does not indicate a road through St. Catherine's Park, it does however indicate the provision of residential zoned land in private ownership which abuts St. Catherine's Park which has been proposed with a 'Road Objective' and 'Strategic Pedestrian/Cycle Route' (See map below, referred to as Image 2 in the submission).



Reference Image 2: Leixlip Transport Map Extract (Subject Site Outlined in Yellow) – Map Annotated



The submission notes that the original rezoning submission prepared and lodged with KCC outlined a pedestrian and vehicular connection from the subject site to the existing public car parking to the north. This proposal was to allow the laneway to the east of the site to be utilised solely or predominately for pedestrian / cycle use. This was seen as a positive strategy, allowing for this section of laneway to remain as a ‘linear park’ while creating a safer pedestrian/cycle environment.

It argues that the setting for St. Catherine’s Park is being protected through the retention of the existing hedgerow and vegetation in the indicative layout of the Black Avenue KDA (Figure 12-4 in the Draft LAP) and notes that the entrance to the park would be upgraded providing both safer pedestrian and cycle paths.

Submission notes that further development outside of that of the subject KDA is subject to planning/rezoning and concerns from third party observations regarding development encroaching into St. Catherine’s Park is unfounded at this stage.

Trees, Green Space, Habitats/Wildlife

Notes that under the draft LAP, significant portions of the subject site are allocated as F2: Strategic Open Space and F: Open Space & Amenity. The placement of such portions of this zoning has clearly been considered based on the current habitat locations, tree belts and

hedgerows. Submission again refers to the indicative layout of the Black Avenue KDA (Figure 12-4 in the Draft LAP).

Notes that as required, the Draft LAP carried out a screening for Appropriate Assessment and any future application for housing development on the subject site environmental reporting would also be required. Furthermore, it should be noted that the site does not contain and is not within close proximity to any 'Proposed Natural Heritage Areas' or any 'Special Areas of Conservation';

Regarding the protection of bats, the submission notes that although there is no specific objective within the Draft Leixlip LAP, Kildare County Development Plan 2017 – 2023 has several policies which would be utilised as an overriding factor with any application for development of the subject site. The submission refers to policy GI 27 as an example noting that this policy and others within the KCC Development Plan, relating to the protection of bats would be strictly adhered to.

Privacy and Value of Existing Properties

It is considered that a minimal quantity of existing homes will be affected by the proposed new residential development, the potential effect on privacy to the houses to the north of the site can be mitigated against through design strategies including separation distances and/or landscaped areas utilised to soften the boundary between existing and new development.

Submission notes that the site is located in an area where there is strong demand for housing and that the area does not currently provide sufficient housing stock to support the growing population and as such there is a need to provide a mix of residential units. Such demand will only be strengthened by the current and future industrial investment in the area. e.g. the Intel expansion.

Conservation / Archaeology

The Draft LAP has been accompanied by the 'Leixlip Built Heritage and Archaeological Map' which does not identify any protected structures (RPS), monuments or places, within the subject site. Furthermore, the site is not in an Architectural Conservation Area.

Anti-Social Behaviour

Anti-social behaviour currently occurs on the subject site. It is noted that Gardai have been called a number of times to stop illegal activities. In addition, illegal dumping on the lands is an ongoing problem. The submission notes that there are many design strategies which can be employed in the development of the Black Avenue Lands to help prevent anti-social problems from arising.

Transport / Road Networks

The submission states that as part of the subject rezoning submission at the request of KCC, a detailed and robust Transportation Assessment was prepared by NRB Consulting Engineers. This assessment analysed existing conditions, the development proposals, including trip generation information as well as a traffic impact assessment and analysis of associated results. This assessment formed part of the rezoning submission to KCC.

The report concluded that the proposed development will have an acceptable and manageable impact upon the established local traffic conditions and can be accommodated on the road network without capacity concerns arising - subject to an upgrade of the Main Street/Mill Lane Junction that will be required during the design life of the proposed development. Furthermore, the TA Report stated, *'it is considered that there are no significant Operational Traffic or Road Capacity issues which would prevent the site being zoned for the proposed uses.'* Further to this, the reduced density provision as proposed in the draft LAP, will reduce the number of expected additional cars.

As part of the rezoning submission to KCC a review of the existing roadway along Black Avenue from the Mill Lane Junction was commissioned by the Stanley family. The submission includes a map (referred to as Image 3 in submission) detailing proposed significant upgrading works along Black Avenue with the inclusion of a pedestrian path and addition of a cycle path.

These works would be a significant investment in the infrastructure and a considerable planning gain. Furthermore, the submission notes that third party letters of consent have been obtained from the landowners along Black Avenue to facilitate these road improvements and widening works, which would significantly increase the safety and access of emergency vehicles and vehicles accessing the treatment plant on a regular basis, while also mitigating against concerns raised by previous submissions. It is further noted that the Stanley family would commission in full the cost associated with the proposed works as part of any planning granted on the site and would enter into a legal agreement to hand back the road to the Local Authority once completed. Regarding accessibility, the submission includes a map (referred to as Image 5) which indicates the location of the site in relation to public transport networks. It states that the subject site is within a 12-minute walk of Confey Train Station (circa 950m) and a 9-minute walk from Dublin Bus Stops No. 3996, 3993 and 3997 which service Dublin City, UCD Belfield, Intel Campus and Maynooth. (Bus No.66, 66a, 66x).

Flood Risk Assessment

Submission notes that in KCC's 'Strategic Flood Risk Assessment' the subject site is not identified as being within a flood risk area and as such would not warrant a Flood Risk Assessment. The submission includes a map extract (referred to Image 6 in the submission) detailing the SFRA map of Black Avenue KDA.

Water Supply

States that there is capacity within the existing Treatment Plant and Water Supply networks to meet the demands of the subject KDA. The submission also refers to Policy I1 of the Draft LAP regarding water supply and wastewater in Leixlip.

Power Supply

States that there is capacity within the existing electricity networks to meet the demands of the subject KDA. Refers to the Draft LAP which states that *'the presence of the high voltage transmission lines in Kildare enables the county and Leixlip to be in a position to meet future electricity demands of customers.'*

Observations / Submissions on the Draft LAP

The submission concludes by referring to a limited number of submissions in relation to the Black Avenue KDA and stating that the concerns outlined in those submissions have been mitigated against as part of this submission to the council regarding the Material Alterations. Thus, allowing the council the opportunity to review the site and its rezoning in this context.

The submission takes the opportunity to reiterate the points raised above by outlining the positives which should be noted in supporting the proposed rezoning of lands at Black Avenue.

Conclusion

The submission reiterates the contribution that the Black Avenue KDA will make to housing provision, roads improvements and open space linkages and states that the site addresses the deficiency in the previous LAP. It is requested that the proposed MAs be reconsidered, and the lands be included for rezoning to residential use within the proposed Local Area Plan.

Location of subject lands outlined in red (referred to as image 7 in the submission)



Site Boundary		Local Residential Areas	
Leixlip Town		Amenity Area (St Catherine's Park)	
Local Public/Utility Areas		Intel Campus	

Reference Image 7: Site Location Plan

Chief Executive’s Response

The Chief Executive’s Report (dated 21st August 2019) acknowledges that the lands comprising the Black Avenue KDA are presently under private ownership and do not form part of St. Catherine’s Park.

In response to the submission from the Office of the Planning Regulator (OPR) it is proposed to limit the lifetime of the plan to 2020-2023 in order to align its review with the statutory review of the Kildare County Development Plan 2017-2023. In addition, the relevant

population and housing delivery targets were required to be reduced to align with the transitional population projections set out in the NPF and RSES. In order for the LAP to align with the hierarchy of statutory plans and the Core Strategy of the CDP it was necessary for the LAP to have a series of phasing proposals. In order to assess the suitability of particular lands for development and the timeline for them being brought forward the Strategic Planning and Infrastructural Assessment (SPIA) was used to inform the proposed phasing.

In relation to the lands at Black Avenue KDA significant roads infrastructure and access issues were identified in the Strategic Planning and Infrastructural Assessment (SPIA) however the lands presented well in terms of the sequential approach and proximity to physical and social infrastructural services in terms of delivery within the 6-year plan period. On proposing a reduced plan period, a review of this was carried out, which again highlighted access and transportation issues. The findings highlighted that Black Avenue was not currently taken in charge and therefore not in the ownership of Kildare County Council. The registered owner according to land registry is the Office of Public Works. Structurally the road is narrow with a width of approximately 4 metres and a steep vertical alignment. The road has relatively steep slopes on both sides, to the south; a drop into the rear gardens of a number of private residential properties and north the Leixlip Manor estate which would present with a significant issue regarding a new access arrangement and any proposed engineering solution for same.

It was also noted that during the upgrade works to the Irish Water Wastewater Treatment Plant temporary traffic signals were installed on the avenue by the contractor to reduce conflicting vehicle movements. These signals are still in place and are not considered to be a suitable or feasible solution if traffic flows were to be increased by ca. 700 cars. In order to facilitate any additional vehicular traffic associated with the development of a residential scheme, Black Avenue would require major upgrade and alignment works. As none of this road or land is in the ownership of KCC and is privately owned by a number of individuals it may be very difficult to get agreements to proceed with such proposal and therefore such a proposal may not currently be within the remit of the developer or local authority to deliver. Whilst it is noted that the submission states that agreements can be made, such complexities may take a significant period to resolve.

Appendix 3 of the National Planning Framework sets out a methodology for a Tiered Approach to land zoning (which is reflected in the SPIA with accompanies the Draft LAP). Such an approach is set out to ensure that the lands zoned within an LAP are Tier 1- Serviced or Tier 2- Serviceable (within the life of the Plan). Of note, is the advice in the NPF which states that where lands are not categorized as either Tier 1 or Tier 2 (serviced or serviceable) and therefore are not developable within the plan period (2020-2023), such lands should not be zoned for development or included within a plan core strategy for calculation purposes.

In this regard, it is considered that for the purposes of the Leixlip 2017-2023 the lands at Black Avenue be zoned F; Open Space and Amenity. It should be noted that the proposal to amend the zoning designation on the lands does not prejudice their inclusion in any future plan for the area, subject to resolution of the infrastructural issues identified.

Chief Executive's Recommendation

Recommends Material Alteration No. 48 a + b is adopted as proposed.

Proposed Material Alteration No. 49 – Powerlines (Collinstown)

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 50 – Collinstown

3 submissions were received in relation to Proposed MA No. 50. One submission requests that given the likely timeframe associated with the preparation of a masterplan for the Collinstown lands that the last sentence of Proposed MA No. 50 (Objective COL1.1) be amended as follows (new text underlined):

Individual applications for permanent development on smaller sections of these lands will not be considered until such time as a single masterplan has been prepared and agreed in writing with the Planning Department of Kildare County Council.

Another submission states that the proposed objective COL1.1 renders the development of the Collinstown lands extremely difficult and unnecessarily complicated as the requirement of a masterplan for the whole of the Collinstown lands which will take years/decades to realise and does not take account of the commercial realities wherein the market dictates the scale and design of commercial buildings. The submission notes the Collinstown lands are in the ownership of 6 separate landowners, each with very different preferences for the lands in question which may not accord with the requirement to provide employment generating activities. Therefore, the submission requests that the last sentence of Proposed MA No. 50 (Objective COL1.1) be amended as follows (deleted text ~~strike through~~ and new text underlined):

Individual applications for smaller sections of these lands will ~~not be considered until such time as a single~~ when a masterplan for each landholding has been prepared and agreed in writing with the Planning Department of Kildare County Council.

The submission states that this amendment will allow each respective landowner to agree to strategic connections and transport between their respective land holdings and allow each to progress the masterplan and subsequent development of their lands individually in the knowledge that a collective approach is being taken on the linkages that are required.

One submission request that Kildare County Council make a submission to Bus Connects proposal to include Colinstown as part of the network redesign that is due for roll out in 2021.

Chief Executive's Response

The submissions received on Proposed MA No. 50 are noted. The proposal to apply the masterplan to '*permanent development*' is not considered to be an appropriate provision in the context of what the masterplan seeks to achieve in terms of a vision for these strategic employment lands. It should be noted that any individual planning application on these lands will be considered on their own merits as part of the development management process.

The suggested text change to the Proposed MA to allow for individual masterplans within each of the landholdings on the Collinstown lands would undermine the central premise of the objective which seeks to guard against the piecemeal and haphazard development of this important strategic employment site.

Whilst Kildare County Council is supportive of improvements to the Dublin Bus network serving Leixlip. Bus services and/or routes are managed by the NTA and amendments to same are not within the remit of the Local Area Plan.

Chief Executive's Recommendation

Recommends Material Alteration No. 50 is adopted as proposed.

Proposed Material Alteration No. 51 – Collinstown (Design Concept)

One submission received welcomes the Proposed Material Alteration No. 51. The submission further notes that there are instances of associated consequential text (in regard to the removal of Figure 12-6) within the Draft LAP which should also be considered for appropriate omission/amendment, for the same reason as noted in the Chief Executive's Report on Submissions to the Draft LAP. Such text/ provision(s), includes:

- Section 5.2.1 (The Retail Offering), and associated Policy/Objective UCR2.5. The submission requests that the phasing/provision of a neighbourhood centre at Collinstown should be subject of the agreed Masterplan for these lands, as provided for under COL1.1, and for the reasons noted in the Chief Executive's Report on Submissions.
- Tables 11-1 and 12-2 which specify the quantum of land and land uses to be provided on the Collinstown masterplan lands, i.e. an area of 4.55ha for a proposed new green corridor and/or natural / semi natural open space area for the 'Collinstown Green Route' (Table 11-1), and at Table 12-2. The submission states that mention of the types and ranges of land uses to be considered for provision within the future masterplan lands may be appropriate, the location, mix and quantum of land uses at Collinstown should be the subject of an overall and integrated assessment process associated with the preparation and formulation of an agreed Masterplan for these lands, as provided for under COL1.1, and for the reasons noted in the Chief Executive's Report on Submissions.

Chief Executive's Response

The submission on Proposed MA No. 51 is noted. The removal of the provisions outlined in section 5.2.1 and associated Objective UCR2.5 are not considered to constitute consequential amendments to the proposed material alteration. Given the size and scale of the lands at Collinstown, the provision of a neighbourhood centre is considered to be necessary to the function of these lands as a strategic employment site and accordingly should be retained within the Draft Plan as a specific objective.

It should be noted the deletion of open space provision in Collinstown of 4.55ha for a proposed new green corridor and / or natural / semi natural open space area for the 'Collinstown Green Route' (Table 11-1), and at Table 12-2 is considered to be a consequential amendment of Proposed Material Alteration No. 51.

Chief Executive's Recommendation

Recommends Material Alteration No. 50 is adopted as proposed.

Proposed Material Alteration No. 52 – Collinstown (Infrastructure Delivery)

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 53 – Collinstown (Urban Design Principles)

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 54 – Collinstown (Urban Design Principles)

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 55 – Collinstown (Urban Design Principles)

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 56 – Confey Masterplan

One submission received states that the proposed MA requiring the LAP be amended to incorporate a masterplan for the Confey lands is nonsensical. This submission argues that the existing UDF is itself a masterplan and that this document sets out various elements like phasing, location and scale of development for the area. Therefore, no masterplan is required for the LAP and all references to this should be deleted from the Plan. The submission notes the provisions of Proposed MA No. 8 regarding the co-ordination of land use planning with the design and delivery of infrastructure. It states that this should be carried out at this stage of the LAP making process as provided for in accordance with the Section 28 Ministerial Guidelines on LAPs for Planning Authorities (2013).

Another submission requests the planning authority to await the outcome of the proposed variation to the Kildare County Development Plan 2017-2023 and any changes that might arise once the revisions to the County Development Plan are adopted. This submission also makes suggestions regarding the preparation of the Masterplan relating to public consultation and participatory budgeting and further states that the status of the masterplan should be reviewed in 2023.

The planning authority received another submission requesting the incorporation of climate proofing measure in the masterplan for Confey.

Chief Executive's Response

The contention that there does not need to be masterplan for the Confey lands is not accepted. The Confey lands represent a strategic future residential landbank not just for Leixlip but for the County and MASP area. The importance of Confey is also recognised in the RSES where the rail-based site is listed as a strategic development area within the Dublin Metropolitan Area's Northwest Corridor. The principles of the UDF forms part of the overall masterplanning process and it is considered to be a preliminary first step only. The purpose of a framework is to set out an overarching development strategy for a place (district), which is based on a site-specific evaluation, the outputs of which inform broad topics/themes including movement, urban form, land use zonings, unit numbers etc. The role of a masterplan is to establish a more detailed design scheme which addresses design related

issues such as street and open space hierarchy and layout, built form height and massing, site specific densities and architectural typologies etc.

As noted in the Chief Executive's Report on the initial submissions received to the Draft LAP, this Plan is being prepared on foot of Ministerial Direction dated 6th March 2018. The plan must comply with the housing allocation for Leixlip outlined in the core strategy of Kildare County Development Plan 2017-2023, notwithstanding any upcoming proposed variation of the CPD. As noted previously, the issue of participatory budgeting it is considered that this is an operational matter and therefore is not within the remit of a Local Area Plan.

The request for additional text in the proposed MA to ensure that climate proofing measures will be incorporated into the masterplan for the Confey lands is accepted.

Chief Executive's Recommendation

Recommend that Proposed Material Alteration No. 56 is adopted as proposed with the following additional text to Section (b)(viii) of the objective:

CON 1.1:

(b) The Masterplan should include (but not be restricted to):

- (viii) Associated Environmental Assessments *and appropriate climate proofing measures.*

Proposed Material Alteration No. 57 – Confey (Residential Zoning)

One submission welcomes the inclusion of Proposed Material Alteration No. 57.

Chief Executive's Response

Support for this proposed material alteration is noted.

Chief Executive's Recommendation

It is recommended that Material Alteration No. 57 is adopted as proposed.

Proposed Material Alteration No. 58 – Zoning Matrix

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 59 – Zoning Matrix

No submissions received in relation to this proposed material alteration.

Proposed Material Alteration No. 60 – Land Use Zoning Objectives

One submission on this proposed MA was received from MU Barnhall RFC which outlines the Club's issues with capacity on their current site and the fact that other lands (within the former HP campus) which they are currently allowed to use to train on will soon be no longer be available. The submission has requested that the LAP include a feasibility study regarding the provision of sports/rugby fields on the Wonderful Barn lands and that a portion of these lands be allocated for the provision of rugby pitches.

Chief Executive's Response

It should be noted that Proposed MA No. 60 seeks to change the land use zoning from F2: Strategic Open Space to F: Open Space and Amenity. Under the 'F' zoning, a wider range of uses including community/recreational/sports buildings are permissible in principle than under the 'F2' zoning designation (see Table 13.3 of the Draft Leixlip LAP). It is further noted that Objective OS1.5 of the Draft Plan provides for the provision of a public park at the Wonderful Barn Complex. Training pitches would be considered ancillary uses within such a park. The Draft Plan also contains an objective under EDT3.10 for a detailed conservation plan/management plan for the site. It is understood that the proposed conservation plan will be used to inform a masterplan for the development of a commercial/tourist activity and public park. It is envisaged that such a masterplan will be the subject of a separate public consultation.

Chief Executive's Recommendation

Recommend that Material Alteration No. 60 is adopted as proposed.

Proposed Material Alteration No. 61 – Confey Urban Design Framework

One submission received welcomes the inclusion of proposed Material Alteration No. 61.

Chief Executive's Response

Support for this proposed material alteration is noted.

Chief Executive's Recommendation

It is recommended that Material Alteration No. 61 is adopted as proposed.

Proposed Material Alteration No. 62 – Confey Urban Design Framework

One submission received welcomes the inclusion of proposed Material Alteration No. 62.

Chief Executive's Response

Support for this proposed material alteration is noted.

Chief Executive's Recommendation

It is recommended that Material Alteration No. 62 is adopted as proposed.

Proposed Material Alteration No. 63 (a) + (b) – Confey Urban Design Framework

One submission received welcomes the inclusion of proposed Material Alteration No. 63 (a) + (b). However, it reiterates request that the phasing of Confey should be less prescriptive with an emphasis on delivering conventional housing over apartments at the onset to be followed by consolidation of the village core as the community evolves and demand for retail, commercial and social services consolidates. The submission states that the following underlined text should be included:

Phase 1 shall consist of all land within 500 metres of Confey Station. Within this phase the sequencing of development shall initially concentrate on the R zoned areas.

Chief Executive's Response

Support for this proposed material alteration is acknowledged by the Council. With regard to request to include text related specifically to the phasing of the UDF, it is noted that none of the proposed MAs seek to amend the content of the UDF relating to the phasing of lands, aside from the consequential amendments on foot of Proposed Material Alteration No. 57. Accordingly, the suggested text cannot be taking into consideration at this stage of the LAP process. However, this issue may be addressed during the preparation of the masterplan which is required to address the phasing of the Confey lands in greater detail under CON1.1 (Proposed MA No. 56). Submissions will be invited as part of the process to incorporate the masterplan into the LAP by way of a statutory amendment.

Chief Executive's Recommendation

It is recommended that Material Alteration No. 63 is adopted as proposed.

Proposed Material Alteration No. 64 – Confey Urban Design Framework

One submission welcomes the inclusion of Proposed MA No. 64. Another submission proposes that additional text (underlined) be inserted after the proposed MA as follows:

To ensure this is a key deliverable and to look for additional capacity and to source more than one community space to accommodate demand, variety and proposed population growth.

Chief Executive's Response

The submissions received on the proposed MA are noted. In relation to the proposed text it is considered that the wording of Proposed MA No. 64 provides sufficient support for the provision of community facilities both in Confey and within the overall settlement of Leixlip. Furthermore, Objective HC4.1 of the Draft LAP which also provides the support for the delivery and expansion of Community facilities in the town.

Chief Executive's Recommendation

It is recommended that Material Alteration No. 64 is adopted as proposed.

Strategic Environmental Assessment Addendum

Errata

This submission refers to the Strategic Environmental Assessment Addendum and highlights an error in the document where

Proposed Material Alteration No. 38 GI1.1 is not correctly stated. It reads (page 16) as follows:

Site specific ecology surveys should be carried out where appropriate to inform proposed development and assess and mitigate potential impacts. All development within the Key Development Areas (KDAs) and masterplan areas shall be subject to ecological assessments. The need for site specific ecological surveys will be determined on a case by case basis as part of the planning consent process.'

The submission notes that the amended objective for this section is as follows and should be updated in the SEA Addendum:

Site specific ecology surveys should be carried out where appropriate to inform proposed development and assess and mitigate potential impacts. All development within the Key Development Areas (KDAs) and masterplan areas shall be subject to ecological surveys as part of the planning consent process.

Chief Executive's Response

The submission it noted. The clerical error in the SEA Addendum document is acknowledged.

Chief Executive's Recommendation

Correct the error identified in the text on Page 16 of the SEA Addendum to include the agreed text of proposed Material Alteration No. 38 (as stated the Proposed Material Alterations Report published on 4th October 2019).

Appendix 1: Summary of the 49 Submissions Received on the Proposed Material Amendments

Sub. No.	Name	Summary of Submission
1	Office of the Planning Regulator	<p>The submission from the Office of the Planning Regulator (OPR) acknowledges the Planning Authority's work to date in progressing the Local Area Plan for Leixlip.</p> <p>Proposed Material Alteration No. 8 and Proposed Material Alteration No. 56</p> <p>Having undertaken an evaluation and assessment of the proposed material alterations the OPR welcomes the commitment of the planning authority to prepare and adopt in to the LAP a masterplan for the Confey UDF lands, under objectives CS1.2 and CON1.1. The Regulator would encourage that the masterplan be brought forward within 12 months of the adoption of the LAP.</p>
2	National Transport Authority (NTA)	<p>The NTA acknowledges the proposed material alterations (MAs) to the Draft Leixlip LAP which includes several additional and amended objectives as recommended.</p> <p>Proposed Material Alteration No. 39</p> <p>Submission considers that Objective GI1.9 is overly prescriptive pending a decision on a potential route, as identified in the enhancing Motorway Operation Services: M50 Resilience between M50 J6 and J7 Scoping Study (TII, May 2019). In this regard the submission suggests that a new objective be included as follows:</p> <p><i>'MT3.14 To support, in conjunction with TII and the NTA, the need to build resilience for the M50 and to facilitate the development of preferred alignments so as to ensure optimum transport arrangements and resilience of routes. Any road development should adhere to the principles of Road Development as set out in Section 5.8.3 of the Transport Strategy.'</i></p>
3	Transport Infrastructure Ireland (TII)	<p>TII welcomes the proposed material alterations arising from consideration of its initial submission to the Plan. In relation to the other proposed MAs on display the submission by TII outlines the following observations for the Council's consideration:</p> <p><u>Development Lands</u></p> <p>TII notes that it is of particular importance that policies and objectives are drafted which allow the network of national roads to continue to play the intended strategic role in catering for inter-regional transport</p>

Sub. No.	Name	Summary of Submission
		<p>requirements. It states that there is a critical need to manage national roads assets in accordance with EU TEN-T Regulations, national, regional and local policy provisions in accordance with the requirements of the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012). The submission notes that the Draft LAP and Proposed MAs outline a number of significant development proposals for Leixlip which could potentially have an impact on the safe and efficient functioning of the M4 motorway and states it is important that policies and objectives are developed to ensure that such development can proceed complementary to safeguarding the operation of the national road network.</p> <p><u>Lands at Confey</u> Proposed Material Alteration No. 5 and No. 8 The alterations to lands at Confey to Phase 2 lands by Proposed Material Alterations No. 5 and No. 8 is noted.</p> <p>Proposed Material Alteration No. 33 Proposed Material Alteration (MA) No. 33 is welcomed by the organisation.</p> <p>Proposed Material Alteration No. 56 Proposed MA No. 56 to require the preparation of a statutory masterplan which will be incorporated into the LAP by way of a statutory amendment is welcomed by the organisation. TII states that it would welcome consultation on the masterplan when its preparation is commenced.</p> <p><u>Lands at Collinstown</u> Proposed Material Alteration No. 50 TII considers that the masterplan to be prepared as part of the Proposed MA No. 50 should be incorporated into the Local Area Plan by way of a statutory amendment (as is being proposed for the Confey Masterplan). TII further states that it would welcome consultation on the Masterplan when its preparation is commenced.</p> <p>Proposed Material Alteration No. 29 TII note this proposed MA.</p>

Sub. No.	Name	Summary of Submission
		<p><u>Lands at the Liffey Business Campus (former HP site)</u></p> <p>Material Alteration No. 18 TII welcome the provisions of Proposed Material Alteration No. 18.</p> <p>Material Alteration No. 33 TII welcome the provisions of Proposed Material Alteration No. 33. In this regard it is critical that the transport impact of development proposals considers the cumulative impact of development of the subject lands and incorporates mitigation measures accordingly. The submission states that consideration of applications on an individual basis represents an inappropriate and piecemeal approach to the development of this key employment area.</p> <p><u>M50 Network Resilience</u> Submission notes that its initial submission to the Draft LAP TII outlined the proposal included in the NTA transport Strategy for the Greater Dublin Area (2016-2035), to <i>'Enhance orbital movement, outside of the M50 C-Ring, between the N3, the N4 and the N7 national roads, by the widening of existing roads and the development of new road links'</i>. The initial submission requested that the Council consider the alternative potential routes identified when finalising the Local Area Plan and requested that provision was made within the text of the plan identifying the potential requirement for additional river crossings. It was also suggested that reference could be made to national road network resilience and related NTA Strategy provisions within the text of the LAP. In this regard TII notes the inclusion of Proposed Material Alteration No. 39 and requests that the Council gives special attention to the requirements for M50 network resilience and the provisions of the NTA Transport Strategy for the Greater Dublin Area.</p> <p>Proposed Material Alteration No. 39 TII recommends against the adoption of Proposed MA No. 39 in its current form and remains available for consultation in relation to this matter.</p>

Sub. No.	Name	Summary of Submission
		<p>Proposed Material Alteration No. 42</p> <p>In addition, the submission requests that careful consideration be given to the variety and range of uses planned in the vicinity of proposed road schemes and that the principles outlined in Section 2.9 of the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012). Therefore, TII considered that Proposed MA No. 42 concerning the development of a sensory garden within the grounds of St. Catherine's Park should consider complementarity with any road scheme proposed in the vicinity.</p> <p><u>Other Development Objectives</u></p> <p>The submission highlights that Section 8 of the Draft Leixlip LAP includes a number of specific transport related objectives (MT3.12, MT3.13 and MT1.11) with potential implications for the adjoining M4 and associated junctions. As outlined in the Authority's submission on the Draft Kildare CDP in relation to road projects that have potential implications for the national road network but are not schemes promoted by TII, the Authority acknowledges that it is beneficial to identify such schemes that are proposed to be delivered at a local/regional level within the term of the Plan. However, the Council should be aware that TII may not be responsible for financing such additional projects. In addition, such projects should be developed by the Council to complement the strategic function of the national road network and should not undermine or compromise this function.</p> <p>TII welcomes that the Draft County Development Plan 2017-2023 (when it was being prepared) included the provision that consultation with TII will occur and it is requested that this is also reflected in each of the relevant objectives of the LAP in the interests of consistency.</p> <p>Proposed Material Alteration No. 30</p> <p>The principles outlined above should also apply to the identification of local Park and Ride facilities included in Proposed Material Alteration No. 30.</p> <p><u>Future Consultation</u></p> <p>TII would welcome consultation and collaboration with the planning authority in the development of proposals relating to proposals on Key Development Areas and to specific road schemes identified in the</p>

Sub. No.	Name	Summary of Submission
		<p>submission above. In addition, TII notes that the draft LAP contains an objective (MT3.4) to support the development of a North East Kildare Strategic Land Use and Transportation Study and would welcome consultation on this study where there may be implications for the strategic national road network in the area.</p>
4	<p>Environmental Protection Agency (EPA)</p>	<p><u>Proposed SEA determination</u> Notes Kildare County Council's (KCC's) position regarding the need for Strategic Environmental Assessment (SEA) of the proposed material alterations to the Draft Leixlip LAP. The submission notes that for land use plans at a county and local level the EPA's guidance document 'SEA and Local Authority Land-Use Plans – EPA Recommendations and Resources' should be considered as appropriate and relevant to the proposed alterations.</p> <p><u>Specific comments to be considered</u></p> <p>Proposed Material Alteration No. 5 Section 4 – Core Strategy could also refer to the Planning Land Use and Transport Outlook 2040 (DTTAS). Additionally, the relevant aspects of the Climate Action Plan 2019 (DCCA) should be taken into consideration.</p> <p>Section 5 – Urban Centre and Retailing The Urban Development and Buildings Heights Guidelines should be also be integrated and referenced as appropriate.</p> <p>Proposed Material Alteration No. 9 The Proposed objective UCR1.5 is noted.</p> <p>Proposed Material Alteration No. 50 The intention to carry out a masterplan for the Collinstown lands is noted. The submission requests that the requirements of SEA and the Habitats Directive need to be taken into consideration should this involve the zoning/development of lands.</p>

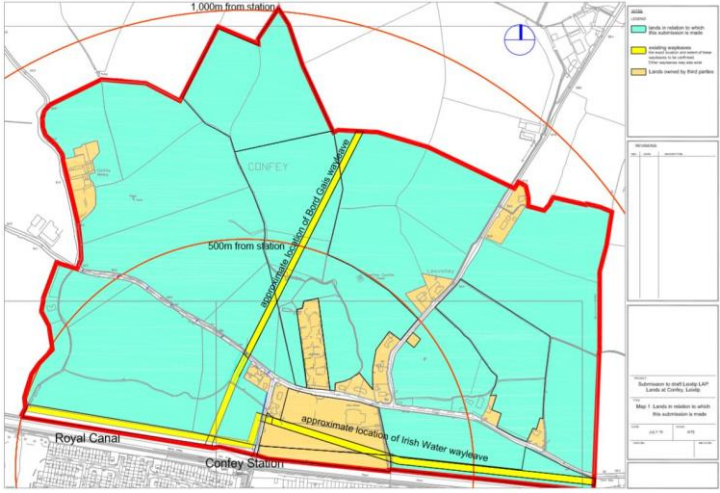
Sub. No.	Name	Summary of Submission
		<p><u>Other comments</u></p> <p><i>Sustainable development</i> – in considering alterations Kildare County Council should ensure that the plan is consistent with the need for the proper planning and sustainable development of the area. The plan should consider the need to align with national commitments on climate change mitigation and adaptation, as well as incorporating any relevant recommendations in sectoral, regional and local climate adaptation plans. Alterations should also be consistent with key relevant higher-level plans and programmes.</p> <p><i>Future Modifications to the Draft Plan</i> – Where further modifications are proposed, these should be screened for likely significant effects in accordance with SEA Regulations. The should be subject to the same method of assessment applied in the ‘environmental assessment’ of the Plan.</p> <p><i>SEA Statement – ‘Information on the Decision’</i> – The submission sets out a summary of what should be contained in the contents of a SEA statement once the Plan has been adopted/made, a copy of which should be sent to any environmental authority consulted during the process.</p> <p><i>Environmental Authorities</i> – The EPA outlines the bodies that should be consulted under the SEA Regulations.</p>
5	Irish Water (IW)	<p>Irish Water has made the following comments in relation to the proposed material alterations:</p> <p>Proposed Material Alteration No. 36 Supports the insertion of this MA.</p> <p>Proposed Material Alteration No. 56 (Confey Masterplan) Notes that water and wastewater requirements are mentioned as part of the masterplan. States that this will involve substantial works and that these do not form part of IW’s Capital Investment Programme and that works within the Confey masterplan lands would therefore be ‘developer driven’.</p>

Sub. No.	Name	Summary of Submission
6	Office of Public Works (OPW)	<p>The OPW welcomes the opportunity to comment on the proposed material alterations to the Draft LAP and notes that the initial comments made by OPW in May 2019 remain valid and should be read in conjunction with this submission. The submission outlines issues relating to Proposed MAs and the SFRA Addendum document.</p> <p>Proposed Material Alterations No. 56 The OPW acknowledges the recommended insertion based on the Chief Executive's Recommendation of objective CON 1.5 in Section 12.8 Confey. The inclusion of this objective in the final document and fulfilment of this objective in the long term will be of critical importance for the sequential and sustainable development of the Confey area. Please note that this recommendation is currently not included in the Proposed Material Alteration Report Final (under MA No. 56) and Objectives CON1.1 – 1.4 (as recommended in the Chief Executive's Report on the Submissions Received to the Draft LAP) have been removed and replaced. Please ensure this statement is included in the final document.</p> <p>Proposed Material Alteration No. 57 The OPW notes Proposed MA No. 57 to rezone agricultural land for residential development in the Leavalley and Walterstown area where previous assessment has demonstrated that there is considerable flooding in the area in both the 1% and 0.1% AEP fluvial events. The Moor of Meath (Stream) is also in close proximity to the watercourse to warrant further investigation. The submission notes that no justification test nor additional technical information has been provided within the addendum to demonstrate that these additional lands will pass the development plan justification test nor development management justification test.</p> <p>Proposed Material Alteration No. 60 The submission notes the inclusion/expansion of Open Space & Amenity and Strategic Open Space zonings included in Map Ref: 6 (200/19/1002).</p>
7	Health Service Executive (HSE)	<p>The HSE notes that most of the proposed material alterations seek to respond to the recent changes in National and Regional Planning Policy namely the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES). Having reviewed the proposed changes the Service states that it supports the changes and has no further comments to make at this time.</p>

Sub. No.	Name	Summary of Submission
8	Department of Education and Skills	<p>Proposed Material Alterations No. 1, 2, 3, 5, 6 and 8</p> <p>The Department notes that while the plan proposes to cover the period to 2023, the population figures are set to 2026 and that the proposed MAs if adopted, will restrict the number of units to be delivered over the shorter term in order to align with the revised population figures from the NPF and RSES, through the introduction of significant phasing.</p> <p>The submission also notes that under Proposed MA No. 5 the plan in the short term must provide for an additional 1,189 housing units and that these units shall be identified at appropriate locations proximate to the town centre where infrastructural capacity is readily available.</p> <p>The department further notes that the requirement to deliver 3,315 units within the town under the core strategy of the County Development Plan (CDP) is clearly reflected in Proposed MA No. 6 which sets out a phasing schedule for the development.</p> <p>Having regard to the above and considering the projected longer-term population projections as outlined in the NPF/RSES the Department states that its requirement as outlined in its submission to the Draft Plan still remains. The Department's initial submission to the draft LAP anticipated an additional requirement for 2 no. primary schools and 1 post-primary school over the life time of the plan as originally stated (i.e. the period up to 2026).</p> <p>The department concludes its submission referring to the need of the CDP core strategy to align with the population projections outlined in the NPF/RSES. In this regard the Department requests that future engagement between KCC and the Department take such anticipated growth into account when assessing future primary and secondary school provision.</p>
9	MU Barnhall RFC (Dave Keane)	<p>Proposed Material Alteration No. 60</p> <p>Submission relates to the proposed re-designation of lands surrounding the Wonderful Barn structure to F: Open Space.</p>

Sub. No.	Name	Summary of Submission
		Submission highlights the issues of capacity that they are experiencing on their current site and the fact that adjacent lands to their club (within the former HP campus) that have they have been allowed to use will soon no longer be available to the club. Therefore, the club is requesting that the LAP include a feasibility study regarding the provision of sports/rugby fields on the Wonderful Barn lands and that a portion of these lands be allocated for the provision of rugby pitches.
10	Trevor Corbould	<p>Proposed Material Alteration No. 23</p> <p>Notes that the MA makes no mention of supporting religious communities or facilities and states that currently Leixlip only has religious facilities for one religious denomination and that the draft plan does not make it easy for other religious communities to find suitable sites. Requests that the MA be reworded to take this into consideration.</p>
11(a)	Kieran Rush Consult Ltd. on behalf of Ballymore Ireland and Brian O'Farrell, the Bruton families and Rowan and Newbridge Leixlip SPV	<p>Proposed Material Alterations No. 1, No. 2 and No. 3</p> <p>Outlines various concerns relating to the proposed material alteration to limit the life of the plan to 2023 rather than 2026. While noting the reasons for this proposal, the submission references Section 18(5) of the Planning and Development Act 2000 (as amended) which states that a Planning Authority may at any time amend or revoke a local area plan. Considering this legislative provision, the submission argues that the need for the truncation of the plan is unnecessary. Furthermore, it notes that the Planning Authority will be required to revise all LAPs within its functional area and the County Development Plan on or before 2023. The submission states that this ambitious programme of work will test the limited resources of the council and outlines concerns that the plan will expire and not be replaced for some time by an updated plan.</p> <p>Proposed Material Alteration No. 8</p> <p>States that there is no logic to the proposed linking of the development of the Confey lands to the other Key Development Areas (KDAs) particularly given the fact the country is experiencing a housing crisis. It states that it is incumbent on Kildare County Council to facilitate development on all residential zoned land as quickly as possible. In this regard, the submission submits that the Urban Design Framework (UDF) for Confey is a sufficiently robust document to guide future development and therefore a masterplan is not necessary. Therefore, the submission requests that Proposed MA No. 8 be amended as follows:</p>

Sub. No.	Name	Summary of Submission
		<p>Suggested text amendment - delete text in blue strike through and include additional text in <i>red italics</i></p> <p>CS1.2: To focus new residential development on appropriately zoned lands at Confey, within the Key Development Areas identified as Phase 1 and on appropriate infill sites in the town and the Phase 2 lands at Confey, in a phased manner alongside the delivery of appropriate physical and social infrastructure. Phasing shall be in accordance with Table 4.1. Development will be permitted in principle on Phase 1 lands during the initial stages of the LAP and only when these lands are 'substantially developed' will permission be granted for the <i>immediately and the planning authority shall do its utmost to secure investment in the necessary infrastructure to enable the development</i> of lands identified as Phase 2, <i>working with the local land owners, Irish Water, the NTA and other state agencies and stakeholders, in accordance with the Urban Design Framework appended to this plan, as expeditiously as possible.</i> Should the lands identified as Phase 1 not come forward for development in the short term, consideration will be given to Phase 2 lands subject to the preparation of the Masterplan which is to be prepared and integrated into the Leixlip Local Area Plan by way of a statutory amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended) as per objective CON 1.1.</p> <p>Proposed Material Alteration No. 56 The submission states that the Proposed MA requiring the LAP be amended to incorporate a masterplan for the Confey lands is nonsensical. It states that the existing UDF is itself a masterplan and that this document sets out various elements like phasing, location and scale of development for the area. Therefore, no masterplan is required for the LAP and all references to this should be deleted from the Plan. The submission notes that the intentions of MA No. 8 is to co-ordinate land use planning with the design and delivery of infrastructure. It states that this should be carried out at this stage of the LAP making process as provided for in accordance with the Section 28 Ministerial Guidelines on LAPs for Planning Authorities (2013) where it is strongly advised that the local area plans should include an Implementation and Infrastructure Delivery Schedule (page 45).</p>

Sub. No.	Name	Summary of Submission
		<p>Proposed Material Alteration No. 57 Welcomes Proposed MA No. 57.</p> <p>Proposed Material Alterations No. 61, No. 62, No. 63 and No. 64 Welcomes proposed Material Alteration Nos. 61-64 relating to the Confey Urban Design Framework. Reiterates request that the phasing should prioritise the delivery of conventional housing over apartments and other innovative housing typologies in the first instance.</p> <p>Map outlining extend of lands in relation to which the submission was made:</p>  <p>The map shows the Confey area with a red boundary outlining the extent of the submission. Key features include Confey Station, the Royal Canal, and the approximate location of the Irish Water wayleave. A legend on the right side of the map identifies various land parcels and their status. The map also includes a scale bar and a north arrow.</p>
11(b)	Kieran Rush Consult Ltd. on behalf of Ballymore Ireland and Brian O'Farrell,	<p>Submission No. 2 from Kieran Rush Consult Ltd. on behalf of Ballymore Ireland and Brian O'Farrell, the Bruton families and Rowan and Newbridge Leixlip SPV mirrors the first submission (See submission 11(a) above) but makes the following additions:</p>

Sub. No.	Name	Summary of Submission
	<p>the Bruton families and Rowan and Newbridge Leixlip SPV</p> <p>Submission No. 2</p>	<p>Proposed Material Alteration No. 8 Submission notes that the Core Strategy requires 3,315 no. units to be completed up to 2023, and by requiring a specified 1,053 units within the KDAs to be brought forward first (which could be subject to any number of delays), there is a serious risk that the housing targets will not be met.</p> <p>Submission also notes that minor modifications will have to be made to the Urban Design Framework for Confey in respect of the proposed material alterations.</p> <p>Proposed Material Alterations No. 61, No. 62, No. 63 and No. 64 Suggested text amendment - include additional text in <i>red italics</i> Reiterates request that the phasing of Confey should be less prescriptive with an emphasis on delivering conventional housing over apartments at the onset to be followed by consolidation of the village core as the community evolves and demand for retail, commercial and social services consolidates. Should include text as follows '<i>Phase 1 shall consist of all land within 500 metres of Confey Station. Within this phase the sequencing of development shall initially concentrate on the R zoned areas.</i>'</p>
12	Thomas Reid	<p>Submission <u>does not refer to any specific proposed material alteration</u> but wishes to object to several aspects of the revised Draft LAP and would like to see the following amendments incorporated into the plan:</p> <ul style="list-style-type: none"> • The reinstatement of the conservation order on Sandford Bridge which is located in the middle of the Rye Water Valley / Carton SAC (Natura site). • The reinstatement of the protection of lands around Sandford Bridge which forms part of the Natura site. • The protection of all walls associated with Sandford Bridge both north and south of the bridge. • The removal of protection of lands (c.3-4 acres) adjoining Sandford Bridge just south of Rye Water and east of Kellystown Lane be removed to prevent any more skulduggery by US hosts and partners Intel Ireland. • No extension of the Seveso site in the vicinity of the Intel site under any circumstances. • No road from the Green Road Roundabout to R148 West of Deey Bridge and lock (a protected structure) to Carton Main entrance at Pikes Bridge (a European site also).

Sub. No.	Name	Summary of Submission
		<p>The submission states that during the public consultation period three questions were put to Kildare County Council relating to the upgrade of Kellystown Lane, the protection of Sandford Bridge, the extensions of Seveso nature in vicinity of the Intel site. The submission notes that these questions were not answered by Kildare County Council. The submission goes on to state that the European Justice Directive gives the general public the right to have questions answered in writing by Council officials. The Seveso Directives gives the public the right to all documentation, plans and briefs in relation to Intel Ireland which is a Seveso site. The submission asserts that the Council have failed to comply with these Seveso directives. It notes that there is a high danger zone of 1,000 metres which applies from the perimeter of the Intel Seveso site and that this zoned area must be fully restricted from planning.</p> <p>The submission states that the Council illegally sanctioned planning for Intel and was involved in the removal of sections of the Rye Water Valley / Carton SAC and questions why the LAP or County Development Plan does not mention this. The submission accuses the Council of rigging environmental assessments and reports and notes that all the aforementioned EU directives override all KCC plans and national and regional guidelines. Submission suggests that the lack of upholding EU directives could collapse the LAP and all plans in Kildare and that as a result of this a full closure order should be considered for the Intel Seveso site as they also fail to comply with EU directives.</p> <p>The submission concludes by outlining the following 3 questions which are requested to be answered by the Council in writing:</p> <ol style="list-style-type: none"> 1. Relates to Kellystown Lane (L1014) and seeks details of the upgrade and envisaged road width and where it is going? 2. Relates to Sandford Bridge and seeks details on any upgrade/downgrade of the structure, noting that it is under a conservation order. 3. Seeks information on the location and extent of the Seveso extensions referred to in the vicinity of the Intel site.
13	Niall Geraghty	<p>Proposed Material Alteration No. 25</p> <p>Submission urges that reconsideration should be given to the deletion of objective MT1.6, to provide a footbridge over the Rye Water. Submission notes that there are already several access points through these</p>

Sub. No.	Name	Summary of Submission
		<p>estates to the Rye Water river bank that many people use for walking and cycling etc. Provision of such a footbridge would shorten the journey to Confey Community College by approx. 3km for many students. Currently students who live in these areas are being driven to school and have to take a long route adding to traffic congestion. Submission states that the construction of a footbridge over the Rye Water would help meet some of the goals of councillors and planners such as reducing traffic, and associated pollution, make the roads safer at busier times, encourage more walking and cycling and increase a sense of community. The submission concludes by stating that the provision of a footbridge will encourage many to walk and cycle to school and potentially have a positive impact on overall wellbeing.</p>
14	John Heraty	<p>Although the submission does not specifically refer to any proposed material alterations it refers to the lands at Celbridge Road East KDA which are dealt with in Proposed Material Alteration No. 46 (a) + (b).</p> <p>Submission refers to lands at Leixlip Castle (i.e. Celbridge Road East KDA). Submission refers to lands as a historical site that will be destroyed. Submission also refers to concerns about the ability of the servicing and transportation infrastructure to cope with such development and that it cannot be allowed.</p>
15	Jennifer Minogue	<p>Submission <u>does not refer to any specific proposed material alteration</u> to the draft plan but refers to recent issues at Leixlip water treatment plant and a subsequent audit which indicates that the water processing is insufficient. The submission requests that KCC need to be confident in the ability of the water infrastructure which should be supported by independent evidence if any further development of the town is to be allowed to proceed.</p>
16	Laura MacLennan	<p>Proposed Material Alteration No. 46 (a) + (b)</p> <p>Submission refers to the 280 units proposed for Leixlip Castle Demesne (Celbridge Road East KDA) and states that Leixlip is at capacity and has been for some time. Submission outlines concerns that the planning authority are allowing substandard housing stock to be shoehorned into any available site and states that it is frightening that historic sites are being developed. The submission requests the Council not to decimate our historic buildings by allowing this development to occur and concludes by stating that the roads cannot cope and Leixlip is slowly becoming a soulless town.</p>

Sub. No.	Name	Summary of Submission
17	ES Leixlip Greenfields Ltd.	<p><u>General Comments</u> Submission outlines broad support for the policies and objectives of the Draft LAP including those for Leixlip Gate KDA. The submission also welcomes the provisions of the plan regarding Collinstown Business Campus and the potential for a railway station and strategic 'park and ride' facility on the Collinstown Lands.</p> <p>Proposed Material Alteration No. 47 (a) + (b) The submission welcomes the revised indicative layout of the Leixlip Gate KDA as outlined in MA No. 47 (a). It notes that the landowners have recently lodged a Stage 2 SHD Pre-application to An Bord Pleanála (17 October 2019) which general conforms to the objectives and revised layout as set out in the Draft Leixlip LAP.</p> <p>The submission outlines concerns in relation to the limiting of the height of the built form within the KDA to 3 stories as provide for under Proposed Material Alteration No. 47 (a) + (b). It notes that while the draft LAP provides for high quality built from development along the R449 to announce the town, this will be impossible to achieve considering the Proposed MA No. 47 limits building heights to 3 storeys and due to the existing treeline along the boundary. The submission states that heights of up to 4 storeys are needed to achieve this requirement.</p>
18	Austin Crowe	<p>Proposed Material Alteration No. 25 Submission requests that Objective MT1.6 which provides for the development of pedestrian/cycles bridge linking Confey to neighbouring estates be reinstated. The submission states that the children traveling to Confey College have to use private transport rather than walking/cycling. Submission further states that all estates are supposed to be opened-up and linked is and this national policy that all councillors should be in favour with. The submission concludes by stating that the proposed 1,200 extra dwellings in Leixlip (as provided for in the Draft LAP) will result in more children going to Confey College.</p>
19	Laura Doyle	<p>The submission does not refer to any specific proposed MA but states that the village cannot support this number of houses proposed in the plan. For the purposes of this report it is considered that the submission most closely aligns with Proposed Material Alterations No. 5 and No. 6 which provides for 1,189 new residential units during the lifetime of the plan (i.e. until 2023).</p>

Sub. No.	Name	Summary of Submission
20	Cllr. Nuala Killeen	<p>Proposed Material Alteration No. 1 The submission requests that the phasing of the Plan from 2020 to 2026 and amended to 2020 to 2023 should consider the viability of all aspects of the LAP, deliverability in a sustainable fashion with adequate transport and social infrastructure.</p> <p>Proposed Material Alteration No. 2 The submission notes that National Spatial Strategy has now been superseded by the NPF. In this regard it states that no revision to the Kildare CDP settlement strategy has taken place and this ought to be prioritised. Submission asks what guarantees there are for associated infrastructure and services should such large scale development take place and has funding been identified?</p> <p>The submission notes that defined funding has been allocated to meet the objectives set out in the National Development Plan. It requests that pending the review of the core strategy in the CDP that Leixlip LAP is scaled back to permit development that can occur within the next two years with appropriate transport and utility infrastructure is in situ prior to housing development e.g. water, electricity, gas and that developments include renewable energy sources.</p> <p>Proposed Material Alteration No. 5 Submission outlines the following points in relation to Proposed MA No. 5:</p> <ul style="list-style-type: none"> • States that the core strategy should be scaled back considerably pending a review of the County Development Plan. • Outlines concerns in relation to the lack of transport infrastructure in the town to absorb the interim 3-year growth of 1,189 housing units in the short term rising to over 3,000 in 6 years. • States that the sites chosen for residential development are unsuitable in terms of transport links and infrastructural services and a review of these in the first instance is imperative to ensure future proofing. • The lands in Phase 1 (i.e. Celbridge Road East, Wonderful Barn and Leixlip Gate KDAs) are not as yet equipped to deal with the population surge expected and will impact on households already within the vicinity.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Requests that an infrastructural assessment of neighbouring developments is carried out and with any deficiencies identified, and solutions sought. Requests if it can be confirmed that Leixlip will maintain ca. 10.2% of the overall growth for the county and plan for the additional housing units and that adequate space for supporting infrastructure and services has been identified to prevent Leixlip becoming a dormitory town. • Notes the challenge of delivering the 10% of County's unit growth in Leixlip due to physical constraints, topography etc. States that this 10% allocation was a paper exercise without really considering how developing this number of housing units could be achieved. • Outlines concerns relating to the proposed zoning for houses at Celbridge Road (Leixlip Demesne) with parkland also proposed in this location. Notes issues in relation vehicular access and existing servicing infrastructure. States that no serious consideration seems to be given to the impact on Wogansfield and Leixlip Park of this traffic. • Requests KDA2 be removed as should this land be rezoned for housing it will undermine Leixlip Castle/Demesne as the Historic Centre of Leixlip. <p>Proposed Material Alteration No. 7 Kildare County Council should, in supporting long term sustainable growth demonstrate the use of proper planning to ensure that there is water security, security of electricity and capacity of sewerage system for growth of demand in the district. This should be assessed as part of the County Development Plan.</p> <p>Proposed Material Alteration No. 8 Focused new development in zoned lands should ensure that appropriate infrastructure to develop Phase 2, Confey, are in place prior to any permission granted for development. A Masterplan ought to explore social infrastructure as part of the development and appropriation of sufficient space for sports and recreation as well as housing with adequate infrastructure.</p> <p>Proposed Material Alteration No. 9 Suggested text amendment - include the following text in <i>red italics</i>.</p>

Sub. No.	Name	Summary of Submission
		<p>UCR1.5: To prepare a Town Renewal Plan for Leixlip, incorporating a <i>comprehensive transport, infrastructure, utility, social infrastructure, recreation and sustainability</i> Health Check and detailed Urban Design Analysis, and implement its recommendations on a phased basis over the lifetime of the Plan and beyond.</p> <p>Proposed Material Alteration No. 11 Suggested text amendment relating to an action to investigate unused properties.</p> <p>Proposed Material Alteration No. 12 Suggested text amendment - include the following text in <i>red italics</i>.</p> <p>UCR2.9: To manage the development of undesirable uses such as fast food outlets, amusement arcades, off-licences, bookmakers, and of other non-retail uses in the interest of protecting the vibrancy, residential amenity and public realm of Leixlip Town Centre. <i>To encourage indigenous SME's into Leixlip and to develop a hub / support network for local businesses to encourage and support a small business industry.</i></p> <p>Proposed Material Alteration No. 14 Suggested text amendment - include the following text in <i>red italics</i>.</p> <p>In order to inform the regeneration of the town centre a Leixlip Town Renewal Plan will be prepared. This will involve a detailed Urban Design and Spatial Analysis, extensive perception analysis through survey work and an audit of assets and opportunities. The final document will include an overview of the Health Check/Urban Design Analysis, a masterplan of regeneration type projects and the development of a Public Realm Design Strategy which will include specifications/palette of materials. <i>This analysis should ensure that the public are consulted and social infrastructure for the use of the public is considered. That participatory budgeting be considered and that the Town Renewal Plan be prioritised.</i></p>

Sub. No.	Name	Summary of Submission
		<p>Proposed Material Alteration No. 16 (a-d) Suggested text amendment – in relation to community involvement and participatory budgeting.</p> <p>Proposed Material Alteration No. 18 Suggested text amendment – regarding content of the TIA and the purchasing of bus stops.</p> <p>Proposed Material Alteration No. 19 The submission includes the wording of Proposed MA No. 19 but makes no further comment.</p> <p>Proposed Material Alteration No. 20 Suggested text amendment – regarding a tourist enterprise committee.</p> <p>Proposed Material Alteration No. 21 Suggested text amendment – relating to Part V social housing requirement.</p> <p>Section 7.4.3 Submission makes a number of points relating to Section 7.4.3 and Table 7-1 Social Infrastructure Needs of the Draft Plan.</p> <p>Proposed Material Alteration No. 23 Suggested text amendment - include the following text in <i>red italics</i>. HC4.3: To support and promote and facilitate <i>within the lifetime of this LAP</i> the development of cultural, arts and performance spaces in Leixlip.</p> <p>Proposed Material Alteration No. 24 Suggested text amendment – regarding the delivery of a Primary Care Centre.</p> <p>Proposed Material Alteration No. 25 and No. 26 The submission refers to of Proposed MA No. 25 and No. 26 but makes no further comment.</p>

Sub. No.	Name	Summary of Submission
		<p>Proposed Material Alteration No. 27 Suggested text amendment – regarding public consultation.</p> <p>Proposed Material Alteration No. 28 Suggested text amendment to Objective MT2.3 and MT2.4 to address bus services and public transport.</p> <p>Proposed Material Alteration No. 31 Suggested text amendment – to MT3.2 regarding public consultation.</p> <p>Proposed Material Alteration No. 35 Suggested text amendment - include the following text in <i>red italics</i>.</p> <p>MT3.14: To investigate the installation of appropriate traffic safety and calming measures to address the issue of through traffic using the Castletown housing estate <i>considering the growth in traffic in line with development and to develop an overview of all housing estates, traffic demands and traffic safety and calming measures throughout the town following public consultation and within the lifetime of the LAP.</i></p> <p>Proposed Material Alteration No. 36 Suggested text amendment – regarding the water supply infrastructure in the town.</p> <p>Proposed Material Alteration No. 37 Suggested text amendment - include the following text in <i>red italics</i>.</p> <p>BH 1.9: To address dereliction, vacancy and promote appropriate and sensitive reuse and rehabilitation of Protected Structures. <i>To ensure that during the lifetime of this Local Area Plan that a sufficient development plan for the Wonderful Barn areas a public heritage destination keeping in mind its rich history and developing the area as a public amenity with access to Sports facilities,</i></p>

Sub. No.	Name	Summary of Submission
		<p><i>allotments, public walkways, enhancing the surrounding buildings to a good standard, looking to open a café / market / heritage office and ensure that this is conducted following public consultation and within the lifecycle of this Local Area Plan.</i></p> <p>Proposed Material Alteration No. 39 Suggested text amendment – regarding land ownership.</p> <p>Proposed Material Alteration No. 41 Suggested text amendment – regarding land ownership.</p> <p>Proposed Material Alteration No. 42 Suggested text amendment - include the following text in <i>red italics</i> OS1.7: To support and facilitate the development of a sensory garden and other appropriate amenities within the grounds of St. Catherine's Park <i>on the Leixlip side in lands that are confirmed to be in public ownership, following public consultation and within the lifecycle of this plan.</i></p> <p>Proposed Material Alteration No. 43 Suggested text amendment - include the following text in <i>red italics</i> OS1.8: To promote and provide amenities features such as picnic tables, playgrounds or outdoor gym equipment facilities in existing open spaces within the plan area. <i>To provide suitable amenity areas for people of all ages, families and young people with a focus on pro-social activities.</i></p> <p>Proposed Material Alteration No. 44 Suggested text amendment - include the following text in <i>red italics</i></p> <p>Design proposals in the Key Development Areas (KDAs) will be subject to the delivery of infrastructure a schedule of phasing. The purpose of the phasing is to ensure that infrastructure, facilities and, amenities and servicing are provided either in tandem together with or prior to the delivery of new residential development.</p>

Sub. No.	Name	Summary of Submission
		<p><i>That transport infrastructure and social infrastructure are considered and implemented prior to major residential infill. That developer led social infrastructure is not last to be developed and is equally phased.</i></p> <p>Proposed Material Alteration No. 46 (a) + (b) Submission makes the following commentary on Proposed MA No. 46 (a) +(b)</p> <ul style="list-style-type: none"> • Requests the planning authority to await the outcome of the proposed variation to the Kildare County Development Plan 2017-2023 and any changes that might arise. • These are historical lands and should be preserved as such. The proposed residential zoning is not appropriate in this area. • The proposed reduction of residential units does not mitigate the loss to the community of this beautiful historical resource. • This space is not adequate for residential due to the flooding associated with the area and to await any zoning until a Flooding assessment concludes. • Leixlip Castle Demesne should be protected. <p>Proposed Material Alteration No. 48 (a) + (b) The submission includes the wording of Proposed MA No. 48 (a) + (b) but makes no further comment.</p> <p>Proposed Material Alteration No. 49 The submission includes the wording of Proposed MA No. 49 but makes no further comment.</p> <p>Proposed Material Alteration No. 50 Suggested text amendment - include additional text in <i>red italics</i></p> <p>COL 1.1: To require the preparation of a Masterplan (to be developed in conjunction with relevant traffic/ transport assessments) for Collinstown giving full consideration to the type and intensity of development relative to future transport options and in particular public transport provision (the potential for a rail station at Collinstown, park and ride facilities, bus network revisions and the</p>

Sub. No.	Name	Summary of Submission
		<p>principles and priorities set out in Section 12.7.3) and to work with the NTA in this regard. Individual applications for smaller sections of these lands will not be considered until such time as a single masterplan has been prepared and agreed in writing with the Planning Department of Kildare County Council. <i>To make a submission to Bus Connects proposal to include Colinstown as part of the network redesign that is due for roll out in 2021. To ensure that there is adequate public transport provision to facilitate the access to and from Collinstown to Dublin City Centre and local towns and relevant public transport spaces.</i></p> <p>Proposed Material Alternation No. 56 Submission makes the following commentary on Proposed MA No. 56</p> <ul style="list-style-type: none"> • Requests the planning authority to await the outcome of the proposed variation to the Kildare County Development Plan 2017-2023 and any changes that might arise as once the revisions to the County Development Plan are adopted, the Council will be required to review all local area plans to ensure their consistency with the County Development Plan as varied. • To conduct the Masterplan with public consultation, participatory budgeting and to review the status in 2023. <p>Proposed Material Alteration No. 64 Suggested text amendment - include additional text in <i>red italics</i></p> <p>A civic/community building incorporating a dedicated performance space within lands to the immediate east of the existing cemetery and any other suitable sites in Leixlip; <i>To ensure this is a key deliverable and to look for additional capacity and to source more than one community space to accommodate demand, variety and proposed population growth.</i></p> <p><u>Other Comments/ Issues Raised</u></p> <ul style="list-style-type: none"> • Questions what indicators are there to identify a shortage of industrial and business units in the town?

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Asks if resources been identified to improve the road via Leixlip and Fingal County Council in relation to the proposed Confey Development? • Requests Council to scale back the numbers of proposed housing units to prevent downzoning or provide a total masterplan of development of the area and detail sites not capable of being developed • States that a detailed map of St. Catherine's Park and its environs is required. • Requests that the proposed greenways/cycleways be designed with safe routes and clear boundaries between roads, paths and open green spaces be identified. • States the need for masterplan for the Confey area and agreement on this in advance of any development. Notes that it is the view of the NTA that the masterplan should include a transport assessment as discussed • States that an assessment should be made of new proposed developments to current estates and the impact on shared services like roads, transport access and shared open spaces. • Importance should be allocated to the funding set aside for servicing new developments and rezoning should not be proposed until there is sufficient funding in place for newly zoned areas • Submits that if Confey development is stated as a Phase 2 development, current plan should be short term until core strategy reviewed. • States that all (railway) bridges that need to be rebuilt (i.e. Cope Bridge) in order to accommodate the DART expansion, the timing of development needs to be set with a degree of certainty as to when these projects are due to be delivered keeping the costings and time delay to the process in mind. • Raises a question in relation to the timelines for a Strategic Flood Risk Assessment (SFRA) to identify flood risk management options for the Confey Area to inform the preparation of the masterplan for these lands.
21	Intel Ireland Ltd.	<p>Proposed Material Alteration No. 50</p> <p>Proposed new objective COL1.1. is also welcomed however, it is requested, given the likely timeframe associated with the assessment, agreement, formulation and preparation of a Masterplan for the lands at Collinstown, that this proposed new objective be slightly amended as follows:</p> <p>Suggested text amendment - include additional text in <i>red italics</i></p> <p>COL 1.1: To require the preparation of a Masterplan (to be developed in conjunction with relevant traffic/transport assessments) for Collinstown giving full consideration to the type and intensity of</p>

Sub. No.	Name	Summary of Submission
		<p>development relative to future transport options and in particular public transport provision (the potential for a rail station at Collinstown, park and ride facilities, bus network revisions and the principles and priorities set out in Section 12.7.3) and to work with the NTA in this regard. Individual applications for <i>permanent development on</i> smaller sections of these lands will not be considered until such time as a single masterplan has been prepared and agreed in writing with the Planning Department of Kildare County Council.</p> <p>Proposed Material Alteration No. 51 MA No. 51 which recommends the removal of Figure 12-6 Indicative Design Concept (for Collinstown, page 103) from the LAP, and any consequent reference to same, is positively considered and welcomed.</p> <p>Associated Necessitated Consequential Amendments Further to the above, it is noted that there is/are instances of associated consequential text (in regard to the removal of Figure 12-6) within the Draft LAP which should also be considered for appropriate omission/ amendment, for the same reason as noted in the Chief Executive's Report on Submissions to the Draft LAP. Such text/ provision(s), include:</p> <ol style="list-style-type: none"> 1. Section 5.2.1 (The Retail Offering), and associated Policy/ Objective UCR2.5 The submission requests that the phasing/provision of a neighbourhood centre at Collinstown should be subject of the agreed Masterplan for these lands, as provided for under COL1.1, and for the reasons noted in the Chief Executive's Report on Submissions. 2. Tables 11-1 and 12-2 which specify the quantum of land and land uses to be provided on the Collinstown masterplan lands, i.e. an area of 4.55ha for a proposed new green corridor and/or natural / semi natural open space area for the 'Collinstown Green Route' (Table 11-1), and at Table 12-2. The submission states that mention of the types and ranges of land uses to be considered for provision within the future masterplan lands may be appropriate, the location, mix and quantum of land uses at Collinstown should be the subject of an overall and integrated assessment process associated with the preparation and formulation

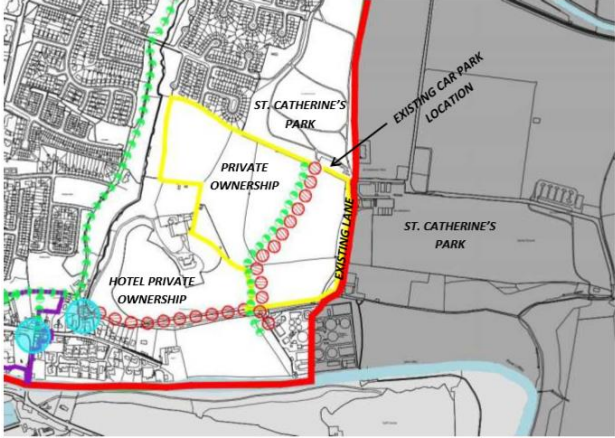
Sub. No.	Name	Summary of Submission
		of an agreed Masterplan for these lands, as provided for under COL1.1, and for the reasons noted in the Chief Executive's Report on Submissions.
22	Carol Vaughan	<p>Proposed Material Alteration No. 25 Submission raises concerns at the removal of Objective MT1.6 which provided for a footbridge connecting Confey College to neighbouring estates. The submission states that pupils need a safe and direct means to get to school either on foot or by bicycle.</p>
23	Cllr. Vanessa Liston	<p><u>General Comments</u> <u>Playing pitches</u> The submission notes and welcomes that the plan has identified the need for extra space for outdoor sports in the future development of the area. However, it states there are current immediate needs for playing pitches that need to be addressed in the short term and the Plan should ensure that adequate and suitable Open Space & Amenity zoned land is made available to meet the current needs of expanding Leixlip sports clubs that require additional playing fields. This is in addition to the proposal under Table 7-1 Social Infrastructure Needs - Outdoor Sports.</p> <p><u>Climate Action</u> Requests that the LAP specifically highlights the approach taken to climate proofing over its timeframe and beyond.</p> <p>Proposed Material Alteration No. 43 Suggested text amendment – regarding the provision of playing pitches.</p> <p>Proposed Material Alteration No. 56 Suggested text amendment – <i>(red italics)</i> as follows:</p> <p>CON 1.1: (c) The Masterplan should include (but not be restricted to):</p>

Sub. No.	Name	Summary of Submission
		<p>(ix) Associated Environmental Assessments <i>and climate proofing measures</i>.</p> <p><u>SEA Addendum</u> The submission highlights an error in the SEA Addendum, where Proposed MA No. 38 GI1.1 is not correctly stated. It reads (page 16) <i>'Site specific ecology surveys should be carried out where appropriate to inform proposed development and assess and mitigate potential impacts. All development within the Key Development Areas (KDAs) and masterplan areas shall be subject to ecological assessments. The need for site specific ecological surveys will be determined on a case by case basis as part of the planning consent process.'</i></p> <p>The submission notes that the amended objective for this section is as follows and should be updated in the SEA Addendum: <i>'Site specific ecology surveys should be carried out where appropriate to inform proposed development and assess and mitigate potential impacts. All development within the Key Development Areas (KDAs) and masterplan areas shall be subject to ecological surveys as part of the planning consent process.'</i></p>
24	Tina MacCormack	<p>Proposed Material Alteration No. 46 (a) + (b) Submission refers to the houses proposed for Leixlip Castle Demesne (Celbridge Road East KDA) that this land should be retained as is and opened to the public as its heritage is a long-standing part of the village.</p>
25	Will MacCormack	<p>Proposed Material Alteration No. 46 (a) + (b) Submission refers to the houses proposed for Leixlip Castle Demesne (Celbridge Road East KDA) and states that the castle and its grounds are part of Leixlip heritage and shouldn't be built on. It further states that there is enough housing already being built and it would ruin the look of the village.</p>
26	Aoife Gaffney	<p>Makes general references relating to Leixlip being already over capacity in terms of housing and infrastructure.</p> <p>Proposed Material Alteration No. 46 (a) + (b) Submission refers to the houses proposed for Leixlip Castle Demesne (Celbridge Road East KDA). States that Leixlip Castle and is one of the oldest inhabited castles in Ireland. Leixlip prides itself on being a beautiful historic</p>

Sub. No.	Name	Summary of Submission
		town with links to back to Norman times. Leixlip Castle and its remaining estate should be turned into a parkland like Castletown estate in Celbridge. Concludes by saying that future generations will thank Kildare County Councillors for saving this vital historical estate that will add greatly to the tourism potential of Kildare and the Guinness history.
27	Conor Morgan	<p>Makes general references relating to the limitations of servicing, transportation and social infrastructure in the town. Notes that Irish water have voiced concern about capacity issues in Leixlip.</p> <p>Proposed Material Alteration No. 46 (a) + (b) Submission refers to the houses proposed for Guinness Castle (Celbridge Road East KDA) where it objects to any proposed development here as Leixlip is beyond capacity for housing. States that proposal would damage the historic aspect of Guinness castle which is part of the fabric of Leixlip especially since the wonderful barn has been ruined by the housing development there despite its UNESCO status and many objections. The submission concludes by stating that the town is on a downward trend and requesting that it not be made worse by granting permission to this development.</p>
28	Susan Donaghy	<p>Proposed Material Alteration No. 46 (a) + (b) Notes that Leixlip Castle Demesne celebrates 847 years this year and that there are 18 no. protected structures that form part of Leixlip Castle Demesne. In order to protect the heritage of Leixlip, Celbridge Road East KDA should be zoned parkland and recreation, not for housing. Submission states that the Draft LAP constantly promotes Leixlip as a tourist spot with parks for children, animals, walkers, cyclists etc. but you continue to destroy every bit of land. The submission refers to the Living Planet Report 2018 which shows how wildlife has declined by 60 percent in 40 years and concludes by stating that 'You cannot build land. Once it's gone, it's gone'.</p>
29	Aedin Glennon	<p>Proposed Material Alteration No. 46 (a) + (b) Submission refers to a proposed cycleway/pedestrian route through Wogansfield from Celbridge Road East KDA and states that Wogansfield is a very narrow lane beside Leixlip Demesne and objects to such a proposed pedestrian route as it has potential to cause anti-social behaviour and safety concerns for pedestrians living on the lane.</p>

Sub. No.	Name	Summary of Submission
30	Anthony Larkin	<p>The submission requests that sufficient land be zoned for amenity use that is proportionate to existing and future population calculations.</p> <p>Proposed Material Alteration No. 27 Submission refers to permeability proposals within the town and requests that all such proposals be dealt with, not in isolation as in just to link one estate to another. The submission suggests that in order to promote the benefits of ease of access throughout the community a taskforce be set up involving community, Gardai sporting organisations, council access officer/planner and any interested community organisations to enhance existing permeability and discuss new proposals.</p>
31	Orla Murphy	<p>Proposed Material Alteration No. 46 (a) + (b) The submission notes that Leixlip Castle Demesne celebrates 847 years and therefore the preparation of the Draft Leixlip LAP represents a great opportunity to protect the walled area in which the Celbridge Road East KDA is sited and which is part of Leixlip Castle Demesne. It further notes that there are 18 no. protected structures that form part of Leixlip Castle Demesne. It suggests that to honour the work of Desmond Guinness who has devoted his life to protecting architecture and environment Celbridge Road East KDA should be designated as parkland and with a footbridge over the motorway at the Wonderful Barn which can link up with Castletown Demesne. The submission proposes that the new park be called The Desmond Guinness Park and states that Leixlip Castle and its remaining estate should be turned into a parkland like the Castletown Estate in Celbridge. The submission concludes by stating that future generations will thank Kildare County Councillors for saving this vital historical estate that will add greatly to the tourism potential of the County.</p>
32	Ed Vaughan	<p>Proposed Material Alteration No. 25 Outlines concerns over the proposed MA No. 25 which deletes in its entirety Objective MT1.6 which provided for a pedestrian/cycleway over the Rye Water to connect Confey College to neighbouring estates. The submission notes that there are many pupils currently enrolled in Confey College living south of the Rye Water and their only means getting to school are either via car or bus which unduly leads congestion through Riverforest Estate. States that the proposed footbridge would afford pupils a direct and safe route to school without the need for vehicular transport and that the Bus Connects program significantly reduces the direct bus</p>

Sub. No.	Name	Summary of Submission
		<p>service to Riverforest which will further compound the traffic issue. The submission concludes by stating that the proposed 1,200 extra dwellings in Leixlip (as provided for in the Draft LAP) will place pressure on Confey College and therefore it is necessary to reinstate the objective for pedestrian/cycleway over the Rye Water into the LAP.</p>
33	The Stanley Family	<p>Note: The submission states that it is responding to Proposed Material Alteration No. 46 (a) + (b) which details proposed amendments to Celbridge Road East KDA, but its contents solely relate to Proposed Material Alteration No. 48 (a) + (b) which proposes to remove the KDA designation from the Black Avenue Lands and changing of the zoning on these lands to F: Open Space and Amenity.</p> <p>Proposed Material Alteration No. 48 (a) + (b)</p> <p><u>Background</u></p> <p>Submission provides a basic background to the ownership of the lands stating that they are in private ownership since the 1990's. The submission notes that Black Avenue KDA was proposed by Kildare County Council in the draft and would contribute to housing provision, road improvements and the linkage of open space. Furthermore, it is noted that proposals for the Black Avenue KDA are deemed to be consistent with the criteria set out by Kildare County Council. Reference is also made to detailed traffic / access and drainage investigations to show the suitability of these lands for development. The submission states that these were requested by Kildare County Council as part of early pre – rezoning submission discussions in January of this year. The submission includes a zoning extract of the Draft Leixlip LAP (referred to as Image 1 in submission).</p> <p><u>Programme of Works</u></p> <p>With regards to the delivery of units on the lands at Black Avenue, the submission notes that the delivery of all units in full is estimated to be completed within a 5-year period, i.e. within the lifetime of a grant of planning permission for the development. It is expected that the road improvement works would be delivered within 12 months, while the housing units would be delivered in phases of approx. 80 – 100 units per year over the remaining 4-year period. The upgrading works to the road which would be carried out prior to commencement of any housing development. Furthermore, the submission considers that the rezoning of other lands within the LAP, do not fully address the Ministers requirements in terms of the short/medium term housing provision.</p>


Sub. No.	Name	Summary of Submission
		<p><u><i>St. Catherine's Park</i></u> Reiterates that the subject site is under private ownership which is currently not legally accessible to the general public. Notes that if the Draft LAP is adopted in its current form and the subject lands rezoned, a considerable quantity of lands zoned for Strategic Open Space (F2) and Open Space & Amenity (F) will be made accessible for public use. Further notes that the current proposal included in the Draft LAP, does not indicate a road through St. Catherine's Park, it does however indicate the provision of residential zoned land in private ownership which abuts St. Catherine's Park which has been proposed with a 'Road Objective' and 'Strategic Pedestrian/Cycle Route' (See map below, referred to as Image 2 in the submission).</p>  <p><i>Reference Image 2: Leixlip Transport Map Extract (Subject Site Outlined in Yellow) – Map Annotated</i></p> <ul style="list-style-type: none"> Key Development Area Proposed Strategic Pedestrian / Cycle Route Proposed Road Objective <p>The submission notes that the original rezoning submission prepared and lodged with KCC outlined a pedestrian and vehicular connection from the subject site to the existing public car parking to the north. This proposal was to allow the laneway to the east of the site to be utilised solely or predominately for pedestrian / cycle use. This</p>

Sub. No.	Name	Summary of Submission
		<p>was seen as a positive strategy, allowing for this section of laneway to remain as a 'linear park' while creating a safer pedestrian / cycle environment.</p> <p>It argues that the setting for St. Catherine's Park is being protected through the retention of the existing hedgerow and vegetation in the indicative layout of the Black Avenue KDA (Figure 12-4 in the Draft LAP) and notes that the entrance to the park would be upgraded providing both safer pedestrian and cycle paths. Submission notes that further development outside of that of the subject KDA is subject to planning / rezoning and concerns from third party observations regarding development encroaching into St. Catherine's Park is unfounded at this stage.</p> <p><u>Trees, Green Space, Habitats/Wildlife</u></p> <p>Notes that under the draft LAP, significant portions of the subject site are allocated as <i>F2: Strategic Open Space</i> (in light green) and <i>F: Open Space & Amenity</i> (in dark green). The placement of such portions of this zoning has clearly been considered based on the current habitat locations, tree belts and hedgerows. Submission again refers to the indicative layout of the Black Avenue KDA (Figure 12-4 in the Draft LAP).</p> <p>Notes that as required, the Draft LAP carried out a screening for Appropriate Assessment and any future application for housing development on the subject site environmental reporting would also be required. Furthermore, it should be noted that the site does not contain and is not within close proximity to any 'Proposed Natural Heritage Areas' or any 'Special Areas of Conservation';</p> <p>Regarding the protection of bats, the submission notes that although there is no specific objective within the Draft Leixlip LAP, Kildare County Development Plan 2017 – 2023 has several policies which would be utilised as an overriding factor with any application for development of the subject site. The submission refers to policy GI 27 as an example noting that this policy others within the KCC Development Plan, relating to the protection of bats would be strictly adhered to.</p>

Sub. No.	Name	Summary of Submission
		<p><u><i>Privacy and Value of Existing Properties</i></u> It is considered that a minimal quantity of existing homes will be affected by the proposed new residential development, the potential effect on privacy to the houses to the North of the site can be mitigated against through design strategies including separation distances and/or landscaped areas utilised to soften the boundary between existing and new development.</p> <p>Submission notes that the site is located in an area where there is strong demand for housing and that the area does not currently provide sufficient housing stock to support the growing population and as such there is a need to provide a mix of residential units. Such demand will only be strengthened by the current and future industrial investment in the area. e.g. the Intel expansion.</p> <p><u><i>Conservation / Archaeology</i></u> The Draft LAP has been accompanied by the 'Leixlip Built Heritage and Archaeological Map' which does not identify any protected structures (RPS), monuments or places, within the subject site. Furthermore, the site is not in an Architectural Conservation Area.</p> <p><u><i>Anti-Social Behaviour</i></u> Anti-social behaviour currently occurs on the subject site. It is noted that Gardai have been called a number of times to stop illegal motorised and quad bike activities. In addition, illegal dumping on the lands is an ongoing problem. The submission notes that there are many design strategies which can be employed in the development of the Black Avenue Lands to help prevent anti-social problems from arising.</p> <p><u><i>Transport / Road Networks</i></u> The submission states that as part of the subject rezoning submission and as a request of KCC, a detailed and robust Transportation Assessment was prepared by NRB Consulting Engineers. This assessment analysed existing conditions, the development proposals, including trip generation information as well as a traffic impact assessment and analysis of associated results. This assessment formed part of the rezoning submission to KCC.</p>

Sub. No.	Name	Summary of Submission
		<p>The report concluded that the proposed development will have an acceptable and manageable impact upon the established local traffic conditions and can be accommodated on the road network without capacity concerns arising - subject to an upgrade of the Main Street/Mill Lane Junction that will be required during the design life of the proposed development. Furthermore, the TA Report stated, <i>'it is considered that there are no significant Operational Traffic or Road Capacity issues which would prevent the site being zoned for the proposed uses.'</i> Further to this, the reduced density provision as proposed in the draft LAP, will reduce the number of expected additional cars.</p> <p>As part of the rezoning submission to KCC a review of the existing roadway along Black Avenue from the Mill Lane Junction was commissioned by the Stanley family. This the submission includes a map (referred to as Image 3 in submission) detailing proposed significant upgrading works along Black Avenue with the inclusion of a pedestrian path and addition of a cycle path.</p> <p>These works would be a significant investment in the infrastructure and a considerable planning gain. Furthermore, it the submission notes that third party letters of consent have been obtained from the landowners along Black Avenue to facilitate these road improvements and widening works, which would significantly increase the safety and access of emergency vehicles and vehicles accessing the treatment plant on a regular basis, while also mitigating against concerns raised by previous submissions. It is further noted that the Stanley family would commission in full the cost associated with the proposed works as part of any planning granted on the site and would enter into a legal agreement to hand back the road to the Local Authority once completed. Regarding accessibility, the submission includes a map (referred to as Image 5) which indicates the location of the site in relation to public transport networks. It states that the subject site is within a 12-minute walk of Confey Train Station (circa 950m) and a 9-minute walk from Dublin Bus Stops No. 3996, 3993 and 3997 which service Dublin City, UCD Belfield, Intel Campus and Maynooth. (Bus No.66, 66a, 66x).</p> <p><u>Flood Risk Assessment</u> Submission notes that the KCC 'Strategic Flood Risk Assessment' for the subject site is not identified as</p>

Sub. No.	Name	Summary of Submission
		<p>being within a flood risk area and as such would not warrant a Flood Risk Assessment. The submission includes a map extract (referred to Image 6 in the submission) detailing the SFRA map of Black Avenue KDA.</p> <p><u>Water Supply</u> States that there is capacity within the existing Treatment Plant and Water Supply networks to meet the demands of the subject KDA. The submission also refers to Policy I1 of the Draft LAP regarding water supply and wastewater in Leixlip.</p> <p><u>Power Supply</u> States that there is capacity within the existing electricity networks to meet the demands of the subject KDA. Refers to the Draft LAP which states that <i>'the presence of the high voltage transmission lines in Kildare enables the county and Leixlip to be in a position to meet future electricity demands of customers'</i>.</p> <p><u>Observations / Submissions on the Draft LAP</u> The submission concludes by referring to a limited number of submissions in relation to the Black Avenue KDA and stating that the concerns outlined in those submissions have been mitigated against as part of this submission to the council regarding the Material Alterations. Thus, allowing the council the opportunity to review the site and its rezoning in this context.</p> <p>The submission takes the opportunity to reiterate the points raised above by outlining the positives which should be noted in supporting the proposed rezoning of lands at Black Avenue.</p> <p><u>Conclusion</u> The conclusion reiterates the contribution that the Black Avenue KDA will make to housing provision, roads improvements and open space linkages and states that the site address the deficiency in the previous LAP. It is consequently requested that the proposed material alterations be reconsidered, and the lands be included for rezoning to residential use within the proposed Local Area Plan.</p>

Sub. No.	Name	Summary of Submission
		<p>Location of subject lands outlined in red (referred to as image 7 in the submission)</p>  <p>Reference Image 7: Site Location Plan</p>
34	Killross Properties Ltd.	<p>Proposed Material Alteration No. 29</p> <p>The submission notes that Killross Properties Ltd. owns part of the lands currently designated for Q – Enterprise and Employment use at Collinstown. It further notes that the 2009 LAP for Collinstown provided for an objective to carry out a Masterplan for the lands for the development of a major town centre on the site. The submission states that despite extensive engagement with the Council and other interested parties this masterplan could not be completed due to the uncertainty surrounding the requirement of the LAP to provide a train station in Collinstown.</p> <p>The submission states that it received a letter from Irish Rail (dated 1st October 2012 and included as part of this submission) which details the issues surrounding the development of a rail station. This letter notes that Irish</p>

Sub. No.	Name	Summary of Submission
		<p>Rail, notwithstanding any proposed phasing of development cannot support the construction and operation of a train station if the necessary critical mass of development is absent. The letter further notes that the build-it-and-they-will-come approach of the past is not <i>'fit for purpose'</i> and concludes by stating that a new train station at Collinstown was not viable until such a time as there was a critical mass of development available to support the construction and operation of a new train station and asserts that this remains the case today.</p> <p>The submission argues that including the provision for a train station on the Collinstown lands will be repeating the errors that were made in the 2009 LAP for Collinstown. In this regard, the submission states that the first error is to continue to leave any uncertainty within the LAP as to whether or not a new train station is required at Collinstown. It states that the second error is to continue to liaise with the NTA regarding the new train station where the Council has already decided that a new station would have significant negative effects. In this regard the submission refers to the Leixlip Strategic Transportation Assessment (LSTA) which was published alongside the Draft Leixlip Local Area Plan (Note: the submission states that a copy of the LSTA has been attached to the submission but no copy was received with the submission). The submission notes that the LSTA examined various options for the provision of a new train station at Collinstown (Rail – 7, Rail – 8 and Rail – 9) and states that all of the options within the LSTA for the provision of a railway station at Collinstown to be negative. Therefore, the submission considers that the provision of Objective MT 2.7 to liaise with the NTA regarding the provision of a new station and park and ride facilities at Collinstown to be superseded by the LSTA.</p> <p>It is noted that Killross Properties have written to the NTA seeking clarification on the quantum (approximately) of <i>'Business and Technology'</i> office and related development at Collinstown that is necessary to sustain a new train station at Collinstown (Note: this letter to the NTA has been included in this submission). The submission states that the NTA has not responded to the letter and is concerned Objective MT2.7 will cause unnecessary delay in implementing the primary objectives of the Q zoning.</p> <p>The submission states that the NTA has not provided any information or facts to the Draft Leixlip LAP in order to support a new station at Collinstown and <i>"has not made any submissions to the draft Leixlip LAP to support the demand for a new train station in Collinstown."</i></p>

Sub. No.	Name	Summary of Submission
		<p>The submission requests that the proposed material alteration to include MT2.7 be deleted from the draft. Alternatively, the Council determines that the liaison with the NTA on the new train station at Collinstown should remain as an objective of the Plan then it is requested that Objective MT2.7 should be amended to limit the time period within which the liaison period should occur to be 6 months. If the NTA cannot commit to a train station, then development of the Collinstown Business Campus should be allowed to proceed without a train station.</p> <p>Proposed Material Alteration No. 50</p> <p>The submission states that the proposed objective COL1.1 renders the development of the Collinstown lands for the purpose of providing employment generating development extremely difficult and unnecessarily complicated as the requirement of a masterplan for the whole of the Collinstown lands which will take years/decades to realise, does not take account of the commercial realities involved in commercial property development wherein the market dictates the scale and design of commercial buildings.</p> <p>The submission also notes the Collinstown lands are in the ownership of 6 separate landowners, each with very difference preferences for the lands in question which may not accord with the requirement to provide employment generating activities. Therefore, the submission requests that Proposed MA No. 50 be amended as follows:</p> <p>Suggested text amendment - delete text in blue strike through, additional text in <i>red italics</i></p> <p>COL 1.1: To require the preparation of a Masterplan (to be developed in conjunction with relevant traffic/transport assessments) for Collinstown giving full consideration to the type and intensity of development relative to future transport options and in particular public transport provision (the potential for a rail station at Collinstown, park and ride facilities, bus network revisions and the principles and priorities set out in Section 12.7.3) and to work with the NTA in this regard. Individual applications for smaller sections of these lands will not be considered until such time as a single when <i>a masterplan for each landholding</i> has been prepared and agreed in writing with the Planning Department of Kildare County Council.</p>

Sub. No.	Name	Summary of Submission
		<p>The submission states that this amendment will allow each respective landowner to agree to strategic connections and transport between their respective land holdings and allow each to progress the masterplan and subsequent development of their lands individually in the knowledge that a collective approach is being taken on the linkages that are required. The submission states that if a masterplan is required for the entire landholding it will never be completed on the basis of the wording proposed in COL 1.1.</p> <p>The submission also attaches 2 no. letters the details of which are summarised above with regard to Proposed Material Alteration No. 29:</p> <ul style="list-style-type: none"> • Letter to National Transport Authority from Killross Properties (dated 21st March 2019) • Letter from Iarnrod Eireann (dated 1st October 2012)
35-49	<p>Celbridge Road East KDA (RR)</p>	<p>This 'round robin' submission was received from the following persons: (35) Clíodhna Jordan, (36) Aidan Jordan, (37) Simon Coburn, (38) Elizabeth Crossan, (39) Nicola Jackson, (40) Lorcan Farrell, (41) Neal Dobbs, (42) Aoife Devaney, (43) Katherine Creelman, (44) L. Delaney, (45) Lorraine Groome, (46) Glen Haynes, (47) Gemma Haynes, (48) Anne Maria Keaveney and (49) Bronagh Geraghty</p> <p>Proposed Material Alteration No. 46 (a) + (b)</p> <p>The submission notes that Leixlip Castle Demesne celebrates 847 years in 2019 and the preparation of the Draft Leixlip LAP represents a great opportunity to protect the walled area in which the Celbridge Road East KDA is sited and which is part of Leixlip Castle Demesne. The submission further notes that there are 18 no. protected structures that form part of Leixlip Castle Demesne. It suggests that to honour the work of Desmond Guinness who has devoted his life to protecting architecture and environment Celbridge Road East KDA should be zoned as parkland and with a footbridge over the motorway at the Wonderful Barn which can link up with Castletown Demesne. The submission proposes that the new park be called '<i>The Desmond Guinness Park</i>' and states that Leixlip Castle and its remaining estate should be turned into a parkland like the Castletown Estate in Celbridge. The submission outlines details on various historic events which has occurred at Leixlip Castle since its construction in 1172 and provides an overview of the work of the Irish Georgian Society which was founded by Desmond Guinness and his wife Mariga in 1958. The submission concludes by stating that future generations will thank Kildare County Councillors for saving this vital historical estate that will add greatly to the tourism potential of the County.</p>

Sub. No.	Name	Summary of Submission
		<p>It is noted that submissions 46-49 also raise the following issue:</p> <ul style="list-style-type: none">• Submissions outline concerns regarding the level of housing development proposed and the ability of servicing infrastructure such as water and drainage to cope.

Appendix 2: Proposed Material Alterations (No. 1 – No. 64)

LAP General

Proposed Material Alteration No. 1

Amend the LAP title as follows:

Leixlip Local Area Plan 2020 – 2023 ~~2026~~ (with consequential amendments throughout the LAP).

Section 2 – Leixlip In Context

Proposed Material Alteration No. 2

Insert the following text in new Section 2.3 (page 12):

Section 2.3 Consistency with Hierarchy of Plans

Section 11 (5) of the Planning and Development Act, 2000 (as amended) requires that the Kildare County Development Plan 2017-2023 is reviewed following the adoption of the Regional Spatial and Economic Strategy (RSES) for the Midlands and Eastern Region for the purpose of enabling the incorporation of the National Planning Framework (NPF) and RSES into the Development Plan. The RSES was made on 28th June 2019 and the process of incorporating it and the NPF into the Kildare County Development Plan 2017-2023 will begin in late 2019/early 2020. Once the revisions to the County Development Plan are adopted, the Council will be required to review all local area plans to ensure their consistency with the County Development Plan as varied.

Proposed Material Alteration No. 3

Insert new objective (page 12):

PC1.1 *It is an objective of the Council to ensure that the Leixlip Local Area Plan 2020-2023 is consistent with the hierarchy of statutory plans and to review (where appropriate) the Local Area Plan to ensure consistency with the Kildare County Development Plan 2017-2023 (or any variation thereof) following the incorporation of the National Planning Framework and Regional Spatial & Economic Strategy for the Midlands & Eastern Region into same.*

Section 3 – Vision for Leixlip

Proposed Material Alteration No. 4

Amend S1 of Section 3.2 (Page 14) as follows:

S1 To accommodate housing growth in Leixlip in accordance with the Kildare County Development Plan Core Strategy *and any review, replacement or variation thereof.*

Section 4 - Core Strategy

Proposed Material Alteration No. 5

(a) Insert the following text in new Section 4.1 (page 15):

The NPF is a long-term strategy and sets out broad national, regional and city-specific population targets to secure more effective regional development. The strategy itself acknowledges that achieving these targets will take time and their implementation will need to be adaptive to the inevitable changes in circumstances and unforeseen events inherent in a long-run Framework approach. Therefore, in order to facilitate monitoring and review, phased regional population targets to 2026 and 2031 are set out in Table 10.1 of the NPF and more specific (per County) in Appendix 1 of the Roadmap. Notably, the Roadmap also states that analysis of current City and County Development Plans has been ongoing throughout the NPF preparation process and further acknowledges that cumulatively, current city and county plans are based on post-2006 population projections that provide for a quantum of significantly greater population growth than occurred and that also exceed any likely scenario identified as part of the NPF/NDP preparation process. The Roadmap highlights the differences between what many County Development Plans are currently making provision for and likely outcomes on the ground, based on more realistic and deliverable NPF/NDP projections highlighting a significant gap that the RSES and County Development Plan review or variation process' must now start to bridge. In order to assist Regional and Local Authorities in addressing this gap, the Roadmap provides a transitional set of population projections to inform City and County Development Plans for the periods to 2026 and 2031. These figures are set out in Appendix 2 of the NPF Implementation Roadmap and identify a population of 254,000 persons in 2026 and 266,500 persons in 2031 for Kildare. These figures are confirmed in Appendix B of the adopted RSES. Any revision of the CDP will be required to address these figures and a revised Core Strategy will be developed. Without prejudice to any process to vary the CDP and its Core Strategy/Settlement Hierarchy, for the purposes of this LAP Leixlip will (given its location within the Metropolitan Area of Dublin, proximity to high quality rail networks and the M4 motorway) maintain its current growth allocation of 10.2% of the overall county growth².

As stated above the NPF Roadmap and RSES set the County population target as 254,000 persons to 2026. Census 2016 identifies the population of County Kildare as 222,504 which equates to an additional 31,496 persons³ across the County for that 10-year period.

Applying these new targets and the assumption (without prejudice) that Leixlip will maintain ca. 10.2% of the overall growth for the county, the LAP must in the short-term plan for an additional 1,189 housing units. These units shall be identified at appropriate locations proximate to the town centre where infrastructural capacity is readily available and will be designated as Phase 1 lands within the LAP. Lands identified as Phase 1 are located within the KDAs at Celbridge Road East, Wonderful Barn and Leixlip Gate. There are also areas within the existing footprint of the town which will allow for smaller schemes through infill and town centre regeneration including the Easton Gateway lands.

² See proposed new objective PC1.1 regarding the requirement to review the LAP

³ 11,665 housing units based on the County occupancy rate of 2.7.

The identification of the lands at Confey as Phase 2 reflects the significant short-medium term physical and social infrastructural constraints (highlighted in Section 12.7.6 of the Draft LAP) associated with the development of this area such as the upgrade works required at Cope Bridge, the general road network and issues relating to water and wastewater. Notwithstanding the foregoing and in light of the proposed expansion of DART services to the Maynooth line scheduled for 2027, the LAP clearly acknowledges that the future strategic direction for the expansion of Leixlip will be focused around the rail-based site at Confey.

(b) Delete the following from Section 4 of the LAP;

Paragraph 3, 4 and 5 of Section 4.1 Function, Population and Scale of Leixlip as follows;

~~The 2023 population projection figure for Leixlip (of 19,794) is extrapolated from the County Development Plan (Table 3.3 refers) and is based on Regional Planning Guidelines (RPG) assumptions of housing vacancy and household occupancy². The household occupancy rate in the 2016 Census (2.78 for Kildare) is higher than the RPG and the County Development Plan assumptions. The housing projections could therefore accommodate a greater population than assumed in the CDP Settlement Strategy. Based on CSO data, the dwellings forecast for Leixlip, could result in a total population of 23,433 people.~~

~~Since the Census in 2016 it is estimated that 148 units⁴ have been constructed or are substantially complete in Leixlip. In March 2019 there are extant permissions for a further 569 units within the LAP area. Subtracting these units from the required 3,315 units gives a total housing requirement of 2,598 units.~~

~~Taking into consideration the limited level of growth since the Census in 2016 alongside the inbuilt headroom from the County Development Plan it is considered practical that this Local Area Plan would provide for a 6 year timeframe up to 2025 i.e. a 9 year horizon since the Census in 2016.~~

Delete paragraph 1 of Section 4.4 Economic Retail and Social Infrastructure Capacity as follows;

~~In accordance with the provisions set out in Section 4.1 above which identify that the Core Strategy housing unit growth allocations have the potential to accommodate a greater population than estimated (i.e. ranging from 19,794 to 24,433 23,433 people), this plan sets out to make provisions for a commensurate level of economic, retail and social infrastructure delivery.~~

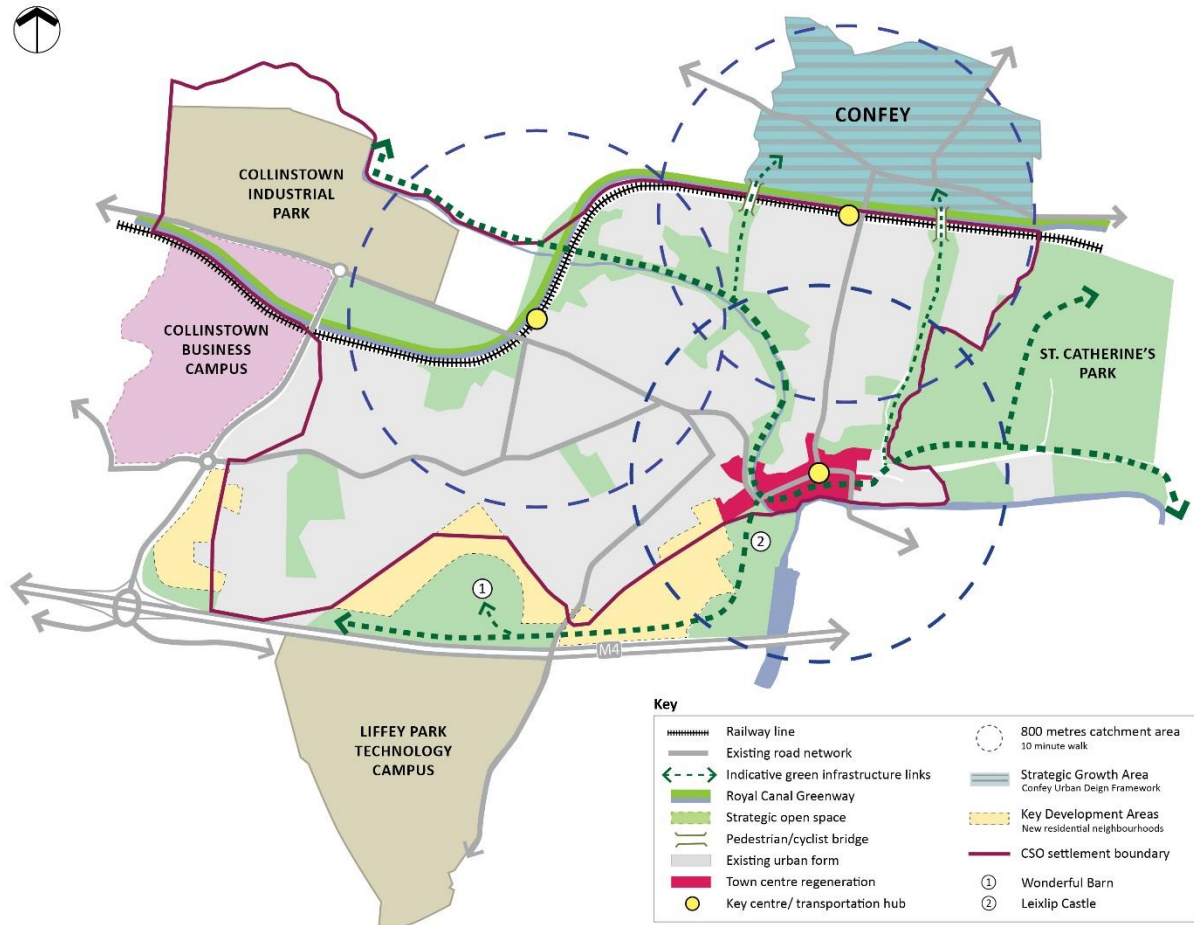
Proposed Material Alteration No. 6

Amend Table 4.1 (page 17) as follows:

Location of Development	Quantum of Undeveloped Residential Land (hectares approx.)	Estimated Residential Capacity (approx. no. of Units)	Density Range* (units per hectare)	Tier
Infill Development				
Town Centre/ Infill	-	256	35-50 <i>(where appropriate)</i>	±
Easton Gateway Lands	1.17	41	35	±
Easton	8.5	200 (Permitted & Under Construction)	-	±
Phase 1: Key Development Areas				
KDA - The Wonderful Barn	13.2	450 (Permitted & under construction)	35	±
KDA - Leixlip Gate	9.23	323	35	±
KDA – Celbridge Road East	10.1 8	355 280	35	±
KDA – Black Avenue	10	350	35	±
Sub Total	52.2 40.1	1975 1,550	35	
Phase 2: Urban Design Framework Lands at Confey (Mixed Use/Residential)				
	30 42.1	1340 1,765	Range 35-50	±
Sub Total		1340 1,765		
TOTAL	82.2 82.1	3,315		

Note: Consequential amendments throughout the LAP will result from the amendments proposed above including amending Figure 4.1 Core Strategy Map (see overleaf)

Figure 4-1 Leixlip Gate KDA (a consequential amendment of Proposed Material Alteration No. 6)



Proposed Material Alteration No. 7

Amend Policy CS1 (page 19) as follows:

CS1: It is the policy of the Council to support the sustainable long-term growth of Leixlip in accordance with the Core Strategy of the Kildare County Development Plan 2017-2023 *(or any variation of same)*, the provisions of the National Planning Framework and the *draft* Regional Spatial and Economic Strategy.

Proposed Material Alteration No. 8

Amend objective CS1.2 (page 19) as follows:

CS1.2: To focus new residential development on appropriately zoned lands *at Confey, within the* Key Development Areas *identified as Phase 1* and on appropriate infill sites *in the town and the Phase 2 lands at Confey*, in a phased manner alongside *the delivery of* appropriate physical and social infrastructure. *Phasing shall be in accordance with Table 4.1. Development will be permitted in principle on Phase 1 lands during the initial stages of the LAP and only when these lands are ‘substantially developed’ will permission be granted for the development of lands identified as Phase 2. Should the*

lands identified as Phase 1 not come forward for development in the short term, consideration will be given to Phase 2 lands subject to the preparation of the Masterplan which is to be prepared and integrated into the Leixlip Local Area Plan by way of a statutory amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended) as per objective CON 1.1.

Section 5 – Urban Centre & Retailing

Proposed Material Alteration No. 9

Insert under Section 5.1 (page 21) an additional objective:

UCR1.5 To prepare a Town Renewal Plan for Leixlip, incorporating a Health Check and detailed Urban Design Analysis, and implement its recommendations on a phased basis over the lifetime of the Plan and beyond.

Proposed Material Alteration No. 10

Amend Action under Section 5.1 (page 21):

Action: *To work with relevant agencies and stakeholders to undertake a Town Renewal Plan in the town centre. ~~retail health check survey in the town centre and identify actions to support town centre regeneration.~~*

Proposed Material Alteration No. 11

Insert new Objective and new Action under Section 5.1 (page 21) as follows:

UCR1.6 To encourage owners of premises on Main Street when renewing their shopfronts to use the Irish language.

Action: *To promote the Shop Front Improvement and Accessibility grant scheme and assist where appropriate the implementation of the scheme.*

Proposed Material Alteration No. 12

Include the following new objective in Section 5.2 Retailing (page 24).

UCR2.9 To manage the development of undesirable uses such as fast food outlets, amusement arcades, off-licences, bookmakers, and of other non-retail uses in the interest of protecting the vibrancy, residential amenity and public realm of Leixlip Town Centre.

Proposed Material Alteration No. 13

Include the following new objective in Section 5.2 Retailing (page 24).

UCR2.10 To ensure that new shop front and signage design contributes positively to and enhances the streetscape and is in accordance with the guidance set out in the County Kildare Shopfront Guidelines (July 2013) and Kildare County Council Policy of Signage (April 2013).

Proposed Material Alteration No. 14

Additional text under Section 5.3 to provide for a third paragraph (page 24).

In order to inform the regeneration of the town centre a Leixlip Town Renewal Plan will be prepared. This will involve a detailed Urban Design and Spatial Analysis, extensive perception analysis through survey work and an audit of assets and opportunities. The final document will include an overview of the Health Check/Urban Design Analysis, a masterplan of regeneration type projects and the development of a Public Realm Design Strategy which will include specifications/palette of materials.

Proposed Material Alteration No. 15

Additional text under Section 5.4 on the final paragraph (page 26).

In addition, a series of incremental measures to improve access, pedestrian and cyclist priority, shopfront design and signage and the public realm generally, will also yield significant improvements overtime and create a more coherent sense of place. *These measures should have regard to any future Leixlip Town Renewal Plan.*

Proposed Material Alteration No. 16 (a-d)

Section 5.4 Town Centre Public Realm (page 26).

Amend the following 4 objectives:

- (a) UCR3.1** To ensure that all new development in the town centre contributes positively to and enhances the streetscape and public realm of Leixlip *having regard to the Leixlip Town Renewal Plan.*
- (b) UCR3.2** To actively engage with the community, developers and other agencies to secure resources for the enhancement, renewal and regeneration of the public realm in Leixlip *having regard to the Leixlip Town Renewal Plan.*
- (c) UCR3.3** To reduce the use of line-marking and signage on Main Street *along with other interventions, as part of the preparation of a Town Renewal Plan for Leixlip.*
- (d) UCR3.4** To develop a multi-use central hub/node at Arthur Guinness Square and strengthen the connection between Main Street and River Liffey, *having regard to the outcome of the Town Renewal Plan.*

Proposed Material Alteration No. 17

Additional text under Section 5.5 on the final paragraph (page 27) as follows:

Figure 5-3 provides an indicative framework for three improvements. These would need to be progressed having regard to the necessary approval requirements and processes, *having regard to the emerging Leixlip Town Renewal Plan.*

Section 6 – Enterprise, Economic Development and Tourism

Proposed Material Alteration No. 18

Section 6.2.1 Supporting Employment Growth (Second Paragraph, page 32)

The Barnhall site (*the Liffey Business Campus*) comprises the Hewlett Packard (HP) site which is now occupied by a number of small and medium enterprises. Given the size and scale of the former HP campus it is an objective of the Council to work with local and national agencies to ensure the site can be redeveloped in an appropriate manner and remain a key employment hub for Leixlip and the Dublin Metropolitan Area. *Having regard to its proximity to the M4 Motorway and the provisions of the Spatial Planning and National*

Roads Guidelines for Planning Authorities (DoECLG, 2012) any planning applications for significant development on the site shall be the subject of a Transport Impact Assessment (TIA).

Proposed Material Alteration No. 19

Amend all references to land zoned Q: Enterprise and Employment at Collinstown to '*Collinstown Business Campus*'.

Proposed Material Alteration No. 20

Insert new objective under Section 6.4 Tourism (page 36).

EDT3.13 To support, encourage and promote historical linkages with William Francis Roanree Leixlip's Forgotten Fenian.

Section 7 – Housing and Community

Proposed Material Alteration No. 21

Insert new objective under Policy HC 2 (page 39) as follows:

HC2.4 To apply a 10% social housing requirement, pursuant to Part V of the Planning and Development Act 2000 (as amended) to all sites that are zoned solely for residential use or for a mixture of residential and other uses (save where the development is exempt from the provisions of Part V).

Proposed Material Alteration No. 22

Section 7.4.3 Recommendations

Table 7-1 Social Infrastructure Needs (page 43)

Under the theme of 'Childcare' amend the following:

20 child places ~~per~~ *75 new residential* units

Proposed Material Alteration No. 23

Amend objective HC4.3 (page 48) as follows:

HC4.3 To *support, and* promote, *and facilitate* the development of cultural, arts and performance spaces in Leixlip.

Proposed Material Alteration No. 24

Insert new objective under Policy HC 4 (page 48) as follows:

HC4.4 To support and facilitate the development of a Primary Care Centre in Leixlip.

Section 8 – Movement and Transport

Proposed Material Alteration No. 25

Delete objective MT1.6 (page 52):

~~**MT1.6** To provide a footbridge over the Rye Water with associated paths to connect Confey Community College to nearby housing estates.~~

Proposed Material Alteration No. 26

Amend objective MT1.7 (page 52) as follows:

MT1.7 To provide appropriate new pedestrian linkages to improve access to the Louisa Bridge Station and to the Intel campus, including the provision of a new ~~footbridge~~ *pedestrian/cycle bridge* to provide direct access to the Royal Canal greenway and nearby amenities.

Proposed Material Alteration No. 27

Amend objective MT1.13 (page 52) as follows:

MT1.13 To improve permeability within the plan area and increase access to key public transport nodes ensuring ease of accessibility to/from existing residential and commercial areas *subject to appropriate public consultation*.

Proposed Material Alteration No. 28

Amend objectives MT2.3 and MT2.4 under Section 8.2 Public Transport (page 54) as follows:

(a) MT2.3 ~~To support the provision of new or upgraded public transport infrastructure in Leixlip, including bus infrastructure, new or upgraded bus lanes, stops and lay bys, turning and parking areas~~ *To engage with the NTA to support and facilitate the improvement of bus services in Leixlip, including the implementation of the Bus Connects 'Dublin Area Bus Network Review', and the provision of any new or upgraded infrastructure required in order to enhance the viability of travel by bus.*

(b) MT2.4 To engage with the National Transport Authority (NTA), Dublin Bus, Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Leixlip ~~including the recommendations contained in the Leixlip Strategic Transportation Assessment, the improvement of bus services to the designated new development areas, park and ride facilities and the provision of bus priority measures to ensure the improved movement of bus services through the town centre and the provision of bus turn facilities proximate to Confey Station and the planned new neighbourhood at Confey.~~ *including the provision of bus priority measures to ensure the free running of bus services through the town centre and the provision of bus turn around facilities proximate to Confey Station.*

(c) Delete objective MT 2.7:

~~**MT 2.7** To liaise with the National Transport Authority (NTA) to investigate the feasibility the rerouting of the No.66 Bus service via Green Lane, or other similar measure, and provide a high frequency bus service the residents of the Green lane and Easton Road Area.~~

Proposed Material Alteration No. 29

Delete objective MT 2.6 under Section 8.2 Public Transport (page 54):

~~**MT 2.6** To liaise with the National Transport Authority (NTA) and Irish Rail to consider the provision of a new railway station at Collinstown.~~

And insert the following new Objective as:

***MT 2.7** To liaise with the NTA to consider the potential for the provision of a new railway station and strategic park and ride facilities on lands at Collinstown.*

Proposed Material Alteration No. 30

Insert new objective MT2.6 (page 54) as:

MT 2.6 To investigate the feasibility of local Park and Ride facilities in Leixlip in line with the principles set out in Section 5.10 of the Transport Strategy for the Greater Dublin Area 2016-2035.

Proposed Material Alteration No. 31

Amend objective MT3.2(i) (page 56) as follows:

(i) The improvement of the bridge at Confey Railway Station to provide two traffic lanes, segregated cycle tracks and footways *and the adjacent junctions at the entrances to Glendale and River Forest estates.*

Proposed Material Alteration No. 32

Section 8.3 Roads and Street Network

Amend objective MT3.2(v) (page 56) as follows:

(v) Capacity enhancements of the ~~M4 mainline and M4 / R449 junction~~ *M4 Leixlip to Maynooth* as provided for in the NTAs Transport Strategy for the Greater Dublin Area 2016-2035 and the ~~Draft~~ Regional Spatial and Economic Strategy.

Proposed Material Alteration No. 33

Amend objective MT3.11 (page 57) as follows:

MT3.11 To ensure that all significant development proposals for KDAs and *masterplan* lands at Collinstown ~~and~~ Confey *and the Liffey Business Campus (former Hewlett Packard site)* are subject to ~~Traffic~~ *Transport* Impact Assessments (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines, NRA 2014 *and informed by the 'Area Based Transport Assessment' Advice Note, TII/NTA 2018* ~~to assess the individual and cumulative impact of the planned development in the area on the strategic road network.~~

Proposed Material Alteration No. 34

Amend Section 8.4 of the Draft LAP (page 58) there is a reference to "~~Abbey Square~~". This should read as "*Arthur Guinness Square*".

Proposed Material Alteration No. 35

Insert at Section 8.3 of the Draft LAP (page 57) as follows:

MT3.14 To investigate the installation of appropriate traffic safety and calming measures to address the issue of through traffic using the Castletown housing estate.

Section 9 – Infrastructure and Environmental Services

Proposed Material Alteration No. 36

Insert the following text as second paragraph in Section 9.2 (page 60) Water Supply and Wastewater:

Irish Water is preparing a National Water Resources Plan (NWRP). This strategic plan for water services will outline moves towards a sustainable, secure and reliable public drinking water supply over the next 25 years, whilst safeguarding the environment. The NWRP will outline how Irish Water intends to maintain the balance between the supply from water sources around the country and the demand for drinking water over the short, medium and long-term. This will allow planning for the future and ensure the provision of sufficient safe, clean drinking water to facilitate the social and economic growth of Ireland. Kildare County Council will work with and support Irish Water in delivering the NWRP.

Section 10 – Built Heritage and Archaeology

Proposed Material Alteration No. 37

Insert new objective under BH 1.9 (page 69) as follows;

BH1.9 *To address dereliction, vacancy and promote appropriate and sensitive reuse and rehabilitation of Protected Structures.*

Section 11 – Natural Heritage, Green Infrastructure and Strategic Open Spaces

Proposed Material Alteration No. 38

Amend Objective GI1.1 under Section 11.2 Green Infrastructure (page 80) as follows:

GI1.1 To protect identified key Green Infrastructure and 'Stepping Stone' habitats (according to their value), enhance where possible and integrate existing and new Green Infrastructure as an essential component of new developments and restrict development that would fragment the Green Infrastructure Network. Site specific ecology surveys should be carried out where appropriate to inform proposed development and assess and mitigate potential impacts. *All development within the Key Development Areas (KDAs) and masterplan areas shall be subject to The need for site specific ecological surveys will be determined on a case by case basis* as part of the planning consent process.

Proposed Material Alteration No. 39

Amend Objective GI1.9 (page 81) as follows:

GI1.9 (A) To seek to protect, preserve and develop St. Catherine's Park as a public amenity.
(B) To protect the amenity of St. Catherine's Park. *No road proposal shall be considered by this Council through the park within the Council's ownership or jurisdiction. as a dedicated public open space area and to provide for increased connectivity from Leixlip Main Street to the existing car park through the provision of a new linear parkland access with dedicated off road pedestrian and cycle access points (Refer to Black Avenue KDA).*

Proposed Material Alteration No. 40

Omit Figure 11-2 Green Infrastructure Mapping for Leixlip (page 79) and amend Section 11.3 Open Space (*Social Infrastructure Recommendations*) (paragraph three, page 83) as follows: As recommended in the Social Infrastructure Audit (SIA), the LAP has made provision for the following new green corridors and/or natural/semi natural open space area to include those outlined in Table 11-1. The green corridors and/or natural/semi natural open space requirements set out below is in addition to the public open space requirements and shall not be *considered as constituting the open space of any development proposal*.

Proposed Material Alteration No. 41

Amend objective OS1.1 Section 11.3 Open Space (page 85) as follows:

OS1.1 To explore the feasibility of/and, develop and/or improve linkages and connections between the network of open spaces in Leixlip, without compromising the biodiversity of the location:

- (i) Along the northern bank of the Rye from Distillery Lane to Woodside Estate and Confey Community College;
- (ii) Along the River Liffey, from Leixlip Town Centre through Leixlip Castle, to the Salmon Leap Canoe Club; ~~and~~
- (iii) Between Síleacháin Valley and St. Catherine's Park; *and,*
- (iv) *At the confluence of the River Liffey and the Rye River.*

Proposed Material Alteration No. 42

Insert new objective OS1.7 (page 85)

***OS1.7** To support and facilitate the development of a sensory garden and other appropriate amenities within the grounds of St. Catherine's Park.*

Proposed Material Alteration No. 43

Insert new objective OS1.8 (page 85)

***OS1.8:** To promote and provide amenities features such as picnic tables, playgrounds or outdoor gym equipment facilities in existing open spaces within the plan area.*

Section 12 – Key Development Areas, Confey and Collinstown

Proposed Material Alteration No. 44

Amend Section 12.1.2 Phasing and Implementation (page 87) as follows:

Design proposals in the Key Development Areas (KDAs) will be subject to *the delivery of infrastructure* ~~a schedule of phasing. The purpose of the phasing is~~ to ensure that ~~infrastructure, facilities and~~ amenities *and servicing* are provided *either in tandem together* with *or prior to the delivery of* new residential development.

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

The key infrastructure to be phased in conjunction with housing input in Leixlip relates to roads infrastructure, water/waste infrastructure, open space and recreational facilities. The phasing as outlined in **Section 12.6 below** is designed to ensure the delivery of priority infrastructure within each development in tandem with development and has been informed by the Sustainable Planning and Infrastructure Assessment (SPIA) which accompanies this plan.

~~Each KDA is split into phases of development. While consent for the development in its entirety or for a subsequent phase of development may be prior to the completion of a previous phase, the previous phase must be completed in its entirety (including all predetermined infrastructure, facilities and amenities) prior to the commencement of dwelling units that are in a subsequent phase of development.~~

The phasing of each KDA development shall be agreed in writing with the planning authority having full regard to the delivery of infrastructure as outlined in Table 12-1. Accordingly, a ^A statement of compliance with the phasing requirements of the LAP shall be included with planning applications for new housing development in the KDA and compliance will be governed by condition of planning consent. Deviations from the phasing condition may be considered in circumstances where the Planning Authority is satisfied that listed infrastructure is at an advanced stage of delivery or other overarching factors have arisen. Any such deviations shall be subject to the prior written agreement of the Planning Authority. Infrastructure required to service future phases of development may be delivered upfront, prior to the completion of the earlier phases of development.

Proposed Material Alteration No. 45 (a-b)

(a) Amend Section 12.2 The Wonderful Barn Key Development Area

Connectivity/Movement (p. 89) as follows:

Planning applications for significant development on these lands shall be accompanied by a ~~Traffic~~ *Transport* Impact Assessment.

(b) Amend Section 12.4 Leixlip Gate Key Development Area (Kilmacredock) (page 94) as follows:

Planning applications for significant development on these lands shall be accompanied by a ~~Traffic~~ *Transport* Impact Assessment.

Proposed Material Alteration No. 46 (a) + (b)

(a) Amend Figure 12-2 Celbridge Road East KDA (page 90) as follows:

- Reorganise the internal design and layout to reflect the reduction in numbers from 355 units to 280 units (as per proposed MA No. 6).
- Clearly identify the presence of the Leixlip Castle demesne wall and adjacent vegetation and incorporate into the public open space of the site by creating a buffer zone of open space between any built form and the demesne wall.
- Omit the proposed pedestrian/cycle routes between the KDA and residential areas to the north.
- Provide for increased landscaping measures in the strategic open space adjacent to the boundary along the M4 Motorway.

Figure 12-2 Leixlip Gate KDA incorporating proposed Material Alteration No 46 (a)



Key

Local route/street		Water bodies	
Pedestrian/cycle route		Strategic open space	
Potential historic/tourist trail		Existing hedgerow/vegetation	
Residential block		Landscape reinforcement	
Key building frontage		Noise buffer/open space	
Focal building		Potential location of crèche	
Demesne Wall			

(b) Amend text box in Section 12.3 (page 90) as follows:

Vision

To consolidate the urban area of Leixlip through new residential development and a new public parkland setting delivering connectivity to the town centre.

Connectivity / Movement

Connections will be integrated into the existing urban form and the natural and built environments to allow for ease of movement of both vehicles and pedestrians. Vehicular access to the Key Development Area (KDA) will be via a new signalised junction and single access point on the Celbridge Road. Roads will be designed for low speeds to ensure that

pedestrians, cyclists and vehicles can mix safely. Design all roads and streets in accordance with the Design Manual for Urban Roads and Streets (DMURS). To reduce impact and ensure road safety, the through public road to connect the Celbridge Road (at Former HP Site) to M4 Interchange, Junction 6 must be completed and operational prior to the commencement of Celbridge Road East KDA in accordance with objective MT3.13 as outlined in Section 8.

The development of this KDA shall *seek to* provide for increased permeability and connectivity to Leixlip Town Centre ~~via new pedestrian access points. A number of pedestrian linkages through this KDA will address the connections between people and places by considering the needs of people to access jobs and key services. Potential linkages shall provide for full movement through this KDA and passively overlooked where possible.~~ *with* potential linkages to Pound Street to be investigated (acknowledging level differences). ~~Any proposed scheme shall be designed in such a manner that serves and facilitates opportunities for increased permeability and connectivity through established residential areas and provides~~ in *order to provide* access to all to ~~town-centre~~ *retail* services and open space and amenity areas.

Built Form

Create a legible development with a sense of place which understands the cultural heritage of the surrounding area. Provide for buildings ~~generally 2-storey~~ *limited to 3 storeys* in height however any development proposals shall be required to have regard to residential amenity of existing dwellings at the perimeter, with particular attention paid to the single storey dwellings located at Highfield Park. 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 subject lands or adjoining established residential areas, higher densities may be achievable.

Except for the portion of land adjacent to the motorway, proposals to address the difference in site levels shall be provided and same shall be reduced to a level which is similar to that of the adjoining residential estates to the north of the KDA. In this regard, the impact of changing the drainage patterns of the land shall also be taken into consideration by the carrying out of a site-specific flood risk analysis of the KDA which shall accompany any planning application for the KDA.

Any proposed scheme shall incorporate appropriate increases in density and respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users. This KDA will accommodate medium density residential development in the order of 35 units per hectare, subject to also minimising impact on Leixlip Castle.

In recognition of the KDA's proximity to the M4 motorway, a number of noise mitigation measures should be incorporated in the design of any proposed scheme for the subject lands. A minimum 91m set back from the M4 shall be provided in the form of a landscaped open space area *that is densely planted with trees and shrubs consisting of native species as per Table 17.2 of the Kildare County Development Plan*. The boundary wall of Leixlip Castle should be retained and incorporated into future development proposals.

Where sections of the original wall need to be removed to facilitate ~~pedestrian access or~~ ~~at~~ the proposed vehicular access along the Celbridge road such proposals shall be subject to detailed design where materials removed shall be re-integrated as part of the overall new access design in order to minimise impact.

Landscape and Open Spaces

Opportunities occur to use the intrinsic landscape positively in the design of this KDA. Building layouts shall have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. Layouts should allow for a 'Local Access Street' with generous landscaping and appropriate traffic calming measures. The measures should be designed with pedestrians, cyclists, public transport, service and emergency vehicles in mind e.g. raised junctions make it easier for pedestrians to cross.

Emphasis should be placed on ~~a linear park connecting the Wonderful Barn to this Key Development Area whilst~~ *enhancing the landscape and heritage surrounding Leixlip Castle Demesne. In this regard the boundary of the KDA to the north comprising of the demesne wall and mature trees/vegetation shall become a feature of the KDA and be separated from any built form by an open space buffer zone* ~~A linear park will provide the definition that contributes to a sense of place and parkland distributed within the site ensures a range of recreational needs are within close proximity to homes and workplaces.~~

~~Visual links between Leixlip Castle Demesne beyond the site can be used to create 'view corridors', in which the linear park and open space can run.~~ A portion of the site at the southern boundary is zoned 'Open Space and Amenity' ~~and should be connected with the linear park~~ and should be designed positively, with clear definition and enclosure. There should be no ambiguity or left over space. The ~~linear park and~~ open space, the majority of which will be publicly accessible, shall provide a range of facilities and features offering recreational, ecological, landscape, cultural or green infrastructure benefits. The proposed new parkland setting shall be provided by the developer in a phased manner alongside the delivery of new housing and shall retain natural heritage and existing green infrastructure features. The new parkland shall incorporate amenity walks with the potential to connect the site to the Main Street via Leixlip Demesne providing a new tourism trail from the main street via Leixlip Castle/Demesne the subject lands and the future development of the Wonderful Barn complex as a tourist attraction/adventure space.

Within the identified residential blocks, building layouts shall have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. Retain natural heritage and green infrastructure features through incorporation into areas of open space and boundaries of residential development. A minimum of 15% quality open space within the ~~c. 10 ha of~~ residential lands identified shall be provided.

It is noted that the proposed material alterations will necessitate consequential amendments in other parts of the Draft Plan including amendments to the zoning designations with the KDA.

Proposed Material Alteration No. 47 (a) + (b)

(a) Amend Figure 12-3 Leixlip Gate KDA (page 93) as follows:

- Remove from the KDA designation around the area to the northeast which has planning permission for a single dwelling.
- Move indicative entrance onto Leixlip Gate to the south.
- Incorporate the two residential properties south of Kilmacredock House into the KDA.
- Clearly identify the presence of the former demesne wall within the KDA in Figure 12-3.
- Redesign the internal street layout and open space provision having regard to the to the revisions outlined above.

Figure 12-3 Leixlip Gate KDA incorporating proposed Material Alteration No. 47 (a)



Key

Local route/street		Focal building	
Pedestrian/cycle route		Strategic open space	
Potential vehicular access		Existing hedgerow/vegetation	
Residential block		Demesne wall	
Key building frontage		Landscape reinforcement	

(b) Amend Section 12.4– Text box – under Built Form & Landscape and Spaces (page 94) to include the following additional text:

Built Form

This site will accommodate medium density residential development in the order of 35 units per hectare. The layout shall have regard to the residential amenity of existing dwellings, with building heights respecting the adjoining properties. High quality development form along the R449 should announce the town and buildings *limited to 3 storeys* ~~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 existing avenue entrance gate (Leixlip Gate) is a Protected Structure (Ref. B11-59) and leads to a tree lined avenue, formerly part of Castletown Demesne. Proposals should seek to minimise impact on the Protected Structure and avenue. Buildings shall maintain an appropriate set back from the roundabout at the R449 and Green Lane.

Landscape and Open Spaces

Provide for minimum 15% quality open space within the residential lands. Retain natural heritage and existing green infrastructure features through incorporation into boundaries of residential development. Incorporate natural heritage and green infrastructure features in addressing flood risk and preparation of SuDS Strategy. *The demesne wall should be retained as far as practicable and be incorporated as a key feature within the open space of any development proposed on these lands. Where sections of the original demesne wall need to be removed to facilitate pedestrian/vehicular access within the KDA proposals shall be subject to detailed design.* Use landscaping to create buffer from R449 and M4.

It is noted that the proposed material alterations will necessitate consequential amendments in other parts of the Draft Plan including amendments to Map Ref. 1 – Map Ref. 6.

Proposed Material Alteration No. 48 (a + b)

(a) Remove the KDA designation from the Black Avenue lands on Map Ref. 4 Land Use Zoning Objectives and amend the zoning from 'C: New Residential' and 'F2: Strategic Open Space' to 'F: Open Space and Amenity' and delete Section 12.5 Black Avenue Key Development Area.

(b) Delete Section 12.5 Black Avenue Key Development Area in its entirety (page 94-96).

Proposed Material Alteration No. 49

Amend Figure 12-5 *Collinstown Boundary with Constraints* (page 99) to remove the 30-metre development set back from the Overhead Powerlines (OHL's).

Proposed Material Alteration No. 50

To insert the following new objective into Section 12.7.2 (page 100) of the Plan:

COL1.1: To require the preparation of a Masterplan (to be developed in conjunction with relevant traffic/transport assessments) for Collinstown giving full consideration to the type and intensity of development relative to future transport options and in particular public transport provision (the potential for a rail station at Collinstown, park and ride facilities, bus network revisions and the principles and priorities set out in Section 12.7.3) and to work with the NTA in this regard. Individual applications for smaller sections of these

lands will not be considered until such time as a single masterplan has been prepared and agreed in writing with the Planning Department of Kildare County Council.

Proposed Material Alteration No. 51

Remove Figure 12-6 Indicative Design Concept (for Collinstown, page 103) from the LAP and any consequent reference to same.

Proposed Material Alteration No. 52

Amend Table 12-3 Collinstown Infrastructure Delivery Schedule (page 104) as follows:

Collinstown Infrastructure Delivery Schedule		
Roads and Transportation		
Implement measures identified in ‘Leixlip Strategic Transport Assessment’ and Leixlip Local Area Plan 2020-2026.	Immediate– Long Term	Developer, State, KCC
New Access Road	Medium – Long Term	Developer, State, KCC
Junction and Roundabout Upgrades Required	Medium – Long Term	Developer, State, KCC
<i>Provision of Rail Station</i>	<i>Long Term</i>	<i>Developer, State, KCC</i>

Proposed Material Alteration No. 53

Amend 12.7.3.1 Urban Design Principles (page 100) after first paragraph add the following text;

Key principles of development are as follows:

Proposed Material Alteration No. 54

Amend Fourteenth bullet in 12.7.3.1 Urban Design Principles (page 101) point as follows:

- To ensure that street furniture would be treated as high quality, practical and useful elements *that are fully integrated in the streetscape.*

Proposed Material Alteration No. 55

Amend third and fourth bullet points in 12.7.3.3 Open Space and Landscaping (page 101) as follows:

- To ensure existing boundary and inland trees and hedgerows are retained where possible and ‘opened’ to facilitate access, *permeability and visual connections.*
- To ensure new roadways include a ~~continual tree line~~ *continuous line of street trees* providing an element of separation between the plots and larger industrial units.

Proposed Material Alteration No. 56

Insert new objective under Section 12.8 Confey (page 106) as follows:

CON 1.1

- (d) *No residential development shall take place on the lands identified within the Confey Urban Design Framework until such time as a Masterplan is prepared and integrated into the Leixlip Local Area Plan by way of a statutory amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended).*

- (e) *The Masterplan should include (but not be restricted to):*
- (ix) *Phasing infrastructure programme including physical, social, transport and economic infrastructure*
 - (x) *Site-Specific Flood Risk Assessment for the masterplan lands;*
 - (xi) *Transport Impact Assessment including proposals (if any) for Captain's Hill (R149).*
 - (xii) *Upgrades to Cope Bridge.*
 - (xiii) *Details of any upgrade works to Captain's Hill, to include entrances/exits to existing housing estates from same.*
 - (xiv) *Statement of Compliance with Urban Design Framework.*
 - (xv) *Water and wastewater network requirements.*
 - (xvi) *Associated Environmental Assessments.*
- (f) *Individual applications for smaller sections of the Confey Masterplan lands shall not be considered by the Planning Authority or An Bord Pleanála until the Masterplan is integrated into the Local Area Plan in accordance with (a) above.*

Delete CON 1.1, CON 1.2, CON 1.3, CON 1.4 under Section 12.8 (page 106) as follows:

~~CON 1.1 — To ensure the future development of the lands identified within the Confey Urban Design Framework are subject to a detailed Masterplan the contents of which shall be agreed in writing with the Planning Department of Kildare County Council.~~

~~CON 1.2 — To ensure no development is permitted until a detailed Masterplan has been prepared for the Urban Design Framework lands. Individual applications for smaller sections of the Framework lands will not be considered until such time as an agreement in writing has been received from the Planning Department of Kildare County Council.~~

~~CON 1.3 — To require that the Masterplan prepared for the Confey Lands is accompanied by a statement of compliance which demonstrates how proposals for future development are consistent with the overall design principles, concept and character area details set out in section 2 of the Urban Design Framework.~~

~~CON 1.4 — To ensure the development of the Framework lands and Masterplan are consistent with the phasing/sequencing schedule set out in section 3 of the Confey Urban Design Framework.~~

Note; Consequential amendments may occur throughout the Plan as a result of the above MA (if adopted).

Proposed Material Alteration No.57

Amend the Map Ref. 4 Land Use Zoning Objectives for the Confey UDF lands to provide for an increased in the amount of land zoned 'C – New Residential' in accordance with proposed Material Alteration No. 6. The lands are located to the west, north/northeast and east of Confey. Refer to Map Ref. 4 Proposed Material Alterations (to land use zoning objectives) attached to this report.

It is noted that this will necessitate consequential material amendments throughout the document and the Confey Urban Design Framework.

Section 13 – Land Use Zoning Objectives

Proposed Material Alteration No. 58

Amend Table 13-3 Land Use Zoning Matrix

Insert the rows for ‘Park & Ride Facility’ and ‘Cinema’ in list of land uses and amend Q zoning title to Enterprise & Employment from Business and Technology (page 109):

Land Use	A – Town Centre	B - Existing Residential and Infill	C – New Residential	MU- Mixed Use	E – Community and Educational	F – Open Space and Amenity	F2 – Strategic Open Space	N Neighbourhood Centre	H - Industrial and W/housing	I - Agriculture	Q – Business and Technology Enterprise & Employment	T - Tourism	U - Public Utilities
Park and Ride Facility	N	N	N	N	N	N	N	N	N	N	O	N	N
Cinema	O	N	N	O	N	N	N	N	N	N	N	N	N

Proposed Material Alteration No. 59

Amend the land use zoning objective set out under Table 13-1 of Section 13 (page 107) of the Draft LAP as follows:

Q – Enterprise and Employment: To provide and facilitate the provision of high job-generating employment uses.

Proposed Material Alteration No. 60

Amend the zoning designation on Map Ref. 4 Land Use Zoning Objectives, on lands at Leixlip Amenity Centre and Wonderful Barn, Barnhall, Leixlip from F2: Strategic Open Space to F: Open Space and Amenity. Refer to Map Ref. 4 Proposed Material Alterations (to land use zoning objectives) attached to this report.

Proposed Material Alteration No. 61

Appendix A: Confey – Urban Design Framework

Amend Section 2.1.2 of the Confey Urban Design Framework (page 9) as follows:

Section 2.1.2 Surface Water, ~~and~~ Drainage *and Infrastructural Services*

Add the following paragraph after paragraph one:

In relation to various wayleaves which traverse the area, the final alignment of roads/cycleways/footways and the location of open spaces and public areas shall have regard to the wayleaves for gas and water services.

Proposed Material Alteration No. 62

Appendix A: Confey – Urban Design Framework

Amend Section 2.1.3 Land Use (third paragraph, page 10) of the Confey Urban Design Framework as follows:

~~The location of Confey GAA centrally within the subject lands and within close proximity to Confey Railway Station has been identified as being an underutilisation of these strategic lands.~~

In view of the close proximity of the GAA club to Confey Railway Station and the limited capacity of the club to expand on its present site, it is proposed to zone lands further

north ~~relocate the existing GAA lands facility to a larger site further north~~ and in close proximity to the proposed 'Community Hub' ensuring ease of access.

Proposed Material Alteration No. 63 (a + b)

Appendix A: Confey – Urban Design Framework

Amend Section 2.1.6.2 (page 18) of the Confey Urban Design Framework as follows:

(a) RESIDENTIAL AREA R1 - add the following sentence to the first bullet point:

- This character area will be designed in a manner that complements the design and layout of MU 1 providing residential development in the form of principally apartment style living within buildings of 3-4 storeys with a strong architectural design facilitating this level of development. *While apartment style living is the suggested model other design approaches which deliver the required density will also be welcomed.* The overall residential capacity of this character area is c. 411 units.

(b) RESIDENTIAL AREA R5 (A and B) - add the following sentence to the second bullet point:

- Built form shall provide for apartment living within buildings of 3-4 storeys to the west. *While apartment style living is the suggested model of development in R5A other design approaches which deliver the required density will also be welcomed.* ~~with M~~more traditional housing typologies of 2-3 storeys *should be located* to the east ~~of these lands~~ within R5B. The overall residential capacity of this character area is c. 142 units.

Proposed Material Alteration No. 64

Appendix A: Confey – Urban Design Framework

Section 2.1.6.3 The Community Hub (CH) Character Area (page 21)

- A civic/community building *incorporating a dedicated performance space* within lands to the immediate east of the existing cemetery *and any other suitable sites in Leixlip;*