

Chief Executive's Report

On submissions/observations received to the
Draft Leixlip Local Area Plan 2020-2026



Planning Department
Kildare County Council
21st August 2019



Planning Department, Kildare County Council

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Appendix 1; Summary of Submissions/Observations

1 Introduction

This report relates to submissions and observations received from the public and prescribed bodies following the publication of the Draft Leixlip Local Area Plan 2020-2026 (the Draft LAP) under Section 20 of the Planning and Development Act 2000 (as amended).

1.1 Legislative Requirements

Under Section 20 of the Planning and Development Act 2000 (as amended), the Chief Executive is required to prepare a report on the submissions and observations received during the public consultation period in respect of the Draft LAP. This report should list the persons who made submissions and observations, summarise the issues and make recommendations in relation to the Draft LAP. The recommendations should take into account the proper planning and sustainable development of the area, the statutory obligations of the local authority and relevant policies or objectives of the Government or of any Minister of the Government.

1.2 Public Consultation

The Draft Leixlip Local Area Plan 2020-2026 was placed on public display from Thursday, 30th May 2019 to the 11th July 2019 (inclusive). The Draft LAP and accompanying documents were displayed at Áras Chill Dara, Leixlip Library and the County Council's website at: <http://kildare.ie/CountyCouncil/Planning/DevelopmentPlans/LocalAreaPlans>

The Draft Leixlip Local Area Plan 2020-2026 comprises a written statement and maps and is accompanied by:

- An Environmental Report on the likely significant effects on the environment of implementing the Local Area Plan;
- A Natura Impact Report;
- A Strategic Flood Risk Assessment Report;
- Sustainable Planning and Infrastructure Assessment;
- Social Infrastructure Audit (SIA); and
- Strategic Transport Assessment (STA).

A public notice was published in the Liffey Champion on the 30th May 2019¹ notifying the members of the public that a Draft LAP had been placed on public display and invited submissions over a period of 6 weeks. Groups registered with the Kildare Public Participation Network in the Leixlip area were notified of the consultation. Copies of the Draft LAP, associated documents and public notice were sent to prescribed bodies, including government departments and other agencies, as required by the Planning and Development Act 2000 (as amended).

An informal public consultation evening was held on Thursday 6th June 2019 between 3pm – 7pm in Leixlip Library. Approximately 95 people attended this event. Social media (Facebook and Twitter) were used as a mechanism in spreading awareness of the Draft LAP public

¹ The Liffey Champion was published on Thursday 30th May 2019 (dated Saturday 1st June 2019)

consultation and the public consultation evening along with posters located at a number of public places throughout Leixlip.

1.2.1 Submissions and Observations Received

In total 495 submissions/observations were received during the public consultation period, including 10 from government departments, agencies and planning authorities.

1.3 Content of the Chief Executive's Report

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

- Section 1:** Background
- Section 2:** List of persons or bodies who made submissions/observations.
- Section 3:** Summary of issues raised in submissions and observations from Prescribed Bodies and Elected Representatives and the Chief Executive's response and recommendations to the issues raised.
- Section 4:** Summary of issues raised in submissions and observations by themes from all other persons or bodies and the Chief Executive's response and recommendations.
- Section 5:** Land Owner Zoning Requests and Miscellaneous Issues
- Section 6:** Chief Executive's Proposed Material Alterations
- Section 7:** Recommended Material Alterations to Draft Leixlip Local Area Plan.

Appendix 1: Detailed summary of all submissions/observations received

1.4 Next Steps

Within six weeks of receiving the Chief Executive's Report, the Members of Kildare County Council must consider the Chief Executive's Report and the Draft LAP. Following consideration, the Members may, as they consider appropriate, by resolution, make, amend or revoke the local area plan.

If the Members decide to materially alter the Draft LAP, a further period of public consultation will be necessary and the planning authority must screen the proposed material alterations to determine if a Strategic Environmental Assessment (SEA) or Appropriate Assessment (AA) or both are required for any of the Material Alterations. This screening, and if necessary the SEA or AA, must be carried out before proceeding to the public consultation period.

The public display period of any Material Alterations is a minimum of four weeks. Submissions or observations with respect to the proposed Material Alterations will be taken into account, before the local area plan is made. The Elected Members must consider proposed Material Alterations to the local area plan, any environmental reports and the Chief Executive's Report on any submissions received and decide whether to make the local area plan with or without the Material Alterations.

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

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

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

2 List of Persons/Bodies Who Made Submissions

2.1 Submissions and Observations Received

During the public consultation period a total of 495 submissions and observations were received. Two submissions were received after the closing date and were not considered. The list of persons, prescribed bodies, groups and stakeholders who made valid submissions is listed in Table 2.1. A summary of the individual submissions is listed in Appendix 1 of this report. Kildare County Council would like to take the opportunity to thank those who attended the public consultation evening along with all those who made written submissions on the Draft Plan.

Table 2.1 Persons/Organisations who made Submissions/Observations

No.	Name/Organisation	No.	Name/Organisation
1	Office of the Planning Regulator	32	Ken Gough
2	National Transport Authority	33	Liam Molamphy
3	Transport Infrastructure Ireland	34	Gerry Halton
4	Department of Education and Skills	35	Sean Kilbane
5	Office of Public Works	36	Lorraine Rice
6	Health Service Executive	37	Barry Healy-Cunningham
7	Irish Water	38	Platform
8	Cllr. Íde Cussen	39	Robert Barnes
9	Cllr. Bernard Caldwell	40	Declan Donnelly
10	Catherine Murphy TD	41	Andrew Tomkins
11	Frank O'Rourke TD and Cllr. Michael Coleman	42	Mary Lambe
12	James Lawless TD	43	Bracey Daniels
13	Cllr. Joseph Neville	44	Mairead Daniels
14	Cllr. Nuala Killeen	45	David Daniels
15	Environmental Protection Agency	46	Ciaran Daniels
16	Health and Safety Authority	47	Samantha Corcoran
17	Fingal County Council	48	Karen O'Donnell
18	Marie Farrelly	49	Pamela Moorehead
19	Geraldine Mc Kiernan	50	Paul Moorehead
20	Michael and Margaret Beirne	51	Paul Brooks
21	Emmet Stagg	52	Julia Healy Cunningham
22	Ronan Barry	53	Allan Healy Cunningham
23	Alex Meakin	54	Catherine Fallon
24	Emer Devoy	55	Laura Lynch
25	Aidan O'Reilly	56	Caroline Kiernan
26	Mary Barry	57	Michael Reilly
27	Ronan Barry	58	Desmond Kiernan
28	Kevin Murphy	59	Marie Kiernan
29	Teresa Ho	60	Irene Archbold
30	Gary Sullivan	61	Noreen Barrett
31	Alan O'Brien	62	Valerie Colton

No.	Name/Organisation	No.	Name/Organisation
63	Margaret Dolan	109	Damien Murray
64	Claire Grogan	110	John Grimes
65	Noel Archbold	111	Andrea Pramuka
66	Jennifer Wulliamoz	112	Martin Pramuka
67	Deirdre Moran Lenehan	113	Marie O'Donohoe
68	Naomi Mulvaney	114	Marie Grimes
69	Patrick Wulliamoz	115	Éaibhin Grimes
70	Jelena Vilminska	116	Fáinche Grimes
71	Rosaleen Tolanda	117	Brian Grimes
72	Eoin Toland	118	Patrick Noonan
73	Liam Toland	119	J. Stanley & V. Cunniffe
74	Paul Bernard	120	Helen Malone
75	Barbara O'Leary	121	Larry Keenahan
76	Lesley Daniels	122	Francis Deffew
77	Donal Toland	123	Mairead Beades
78	Jessica Wilson	124	Peter Coffey
79	Sean Gleeson	125	Jim & Barbara Donnan
80	Mary Brennan	126	David Morrissey
81	Ciara Graham	127	Declan Kenny
82	Jackie Flanagan	128	Tom Dredge
83	Dessie Sheehan	129	Patricia Farrell
84	Dessie Sheehan	130	Nicola Jackson
85	Laurence Downes	131	Patrick McDonnell
86	Deirdre Durran	132	Margaret Jackson
87	Marguerita Gibbons	133	Jenny Keenahan
88	Joe O'Connor	134	Raymond McGrath
89	Mary Devaney	135	Nicola Jackson
90	Sean Devaney	136	Grainne Carew
91	Brian Archibold	137	Debbie Kenny
92	Martin O'Sullivan	138	Norah Blount
93	Geraldine O'Sullivan	139	Mary Faughnan
94	Mary Jordan	140	Annette Fisher
95	Fiona Heary	141	Stephenie Moore
96	Mary Hearty	142	Fiona Whitney
97	Mark Maguire	143	Kay Whitney
98	Aoife Devaney	144	Jean McCarthy
99	Sean Devaney	145	Ailish Claffey
100	Ann Field	146	Paula Coffey
101	Angela Killalea	147	Mary Baker
102	Thomas Killalea	148	Eoin Donnelly
103	Shay Flanagan	149	John Slattery
104	Clíodhna Jordan	150	Elaine Noonan
105	Aidan Jordan	151	Dermot Hobbs
106	Kathleen Stenson	152	Andrew Colton
107	Brid Kenny	153	Damian Scott
108	Kathleen Molloy	154	Yvonne Flannery

No.	Name/Organisation	No.	Name/Organisation
155	Helen Edmonds	198	Hilary Dunne
156	Robert Rochford	199	Neville Dunne
157	Anne Lysaght	200	Valarie Wilkes
158	Stephen McGovern	201	Wendy Halpin
159	Lydia Keogan	202	Jennifer Kelly
160	Gary Byrne	203	Damien Halpin
161	Aileen and Jason McCarthy	204	Maeve McGrath
162	Gerry Flannery	205	Liam McGrath
163	Nicola Cushen	206	Orla Gildea
164	Susan Donaghy	207	Christy Fagan
165	Grainne Kelly	208	Brian Millar
166	Joanna Beard	209	Ciaran Fagan
167	Orla Gildea	210	Gerard Costello
168	Jonathan Kelly	211	Catherine Costello
169	Anne Savage	212	James Moran
170	Aoife Gaffney	213	Martin Devaney
171	Naomi Malone	214	Ann Connolly
172	John Heraty	215	Alan Gough
173	Allan Stewart	216	Fiona O'Dwyer
174	Leixlip Park Residents Association	217	Áine Gately
175	Paul Gill	218	Briege Hearty
176	Stephen Dredge	219	Miriam Plunkett
177	Jennifer Ruane	220	Miriam Collins
178	Rodger Quinn	221	Eamon Shields
179	Sean Buckley	222	Niamh Hopkins
180	Robert McCarthy	223	Paula Donohue
181	John Downey	224	Emer Donohue
182	Anne O'Boyle	225	Glendale Meadows Residents Association
183	Louise Mulligan	226	Daniel Donohue
184	Mary McCarthy	227	Aileen Donohue
185	Alan O'Brien	228	Sean Donohue
186	Eddie Ryan	229	Emer Donohue
187	Alison Anderson	230	John Duffin
188	Paul Foy	231	Andy Grehan
189	Joan Foy	232	Lynn Carroll
190	Helen Cullen	233	Niall Carroll
191	Annette Walsh	234	Barry Russell
192	Geraldine O'Brien	235	Brenda Crofton
193	Save St Catherine's Park Group	236	Marie Hearty
194	Anne Lawless	237	Emily Nolan
195	Alison O'Neill	238	River Forest Residents Association
196	Frank Ryder	239	Deirdre McGillen
197	Christy Walsh	240	Carol Duffin

No.	Name/Organisation	No.	Name/Organisation
241	Tom Connolly	286	Eimear Carew
242	Irene Duffin	287	Mary Brennan
243	Thomas Duffin	288	Tony Devine
244	Henry McGillen	289	Anne Skelly
245	Javad Langeroudi	290	Eileen & Pascal O'Kelly
246	John Waldron	291	Susan O'Reilly
247	Ann Barry	292	Patrick Hogan
248	Eamonn Barry	293	Cecilia Hogan
249	Joseph Fallon	294	St. Mary's Park Residents Association
250	Suzanne Plunkett	295	Karen Powell
251	Suzanne Buckley	296	John Nicholl
252	Evan Buckley	297	Sean McGlynn
253	Noreen Gibson	298	Declan Fortune
254	Stanley Family	299	Sinead Brooks
255	Melanie Hall	300	Brian McArdle
256	Andrew Thomas	301	Mark Ryan
257	William Maher	302	Gerry Colton
258	Lorraine Fitzgerald	303	Orla Murphy
259	Eoin Cullen	304	Martin Tara
260	MU Barnhall RFC	305	Brian Gillespie
261	Kim Daly	306	Catherine Gately
262	Gavin Colton	307	Frank O'Neill
263	John Cronolly	308	Mary O'Neill
264	Fiachra Lynch	309	Teresa Cassidy
265	Stephen Allis	310	John O'Neill
266	Liam Gately	311	Maitiu O'Neill
267	Sharina Kapostina	312	Seamus O'Neill
268	John Carey	313	Alan Devine
269	Giselle Staunton	314	Shay & Antoinette Kirk
270	Jennifer Minogue	315	Jennifer Minnogue
271	Anita McHugh-Moran	316	Jenna Plant
272	Noel Thompson	317	Ronan O'Beirne
273	Marguerite Devine	318	Mary McGlynn
274	Grace Carew	319	Sinead Ganley
275	William O'Dwyer	320	Mary Noonan
276	JJ Flannery	321	Lynn Sterio
277	Ryan Flannery	322	Danny Ormond
278	John Malone	323	Rose Walsh
279	Suzanne Byrne	324	Lorraine Mullen
280	Christine Fitzpatrick	325	Gavin Devine
281	David Stewart	326	Lauren Devine
282	Paul Smith	327	Joseph Finn
283	Mary Brennan	328	Sean Coyle
284	Nicky Doran	329	Nessa Jane Boland
285	Seamus Carew	330	Carl & Ciara Crehan

No.	Name/Organisation	No.	Name/Organisation
331	Bobby Harpur	373	Brian Cunningham
332	Shannon Smith	374	James and Terry Kelly
333	Deirdre Cleary		
334	Luke Ingleton	375	Thomas Ennis
335	David Cleary	376	Catherine Ennis
336	Dorothy Donnelly	377	Intel Ireland Ltd.
337	James Cleary	378	Louise McKiernan
338	Ballymore Group, Brian O'Farrell, the Bruton Family, the Newbridge Leixlip SPV and the Rowan Family	379	Margaret Crinion
339	Kathleen Cleary	380	Amanda Hughes
340	Kevin Noonan	381	Barbara McCourt
341	Ciara Conway	382	Antonia Martin
342	Shane Smith	383	Brian McCourt
343	Ciara, Alan, Cian and Caoimhe Gilgunn	384	Kerry Kelly
344	Amy McBride	385	Oisin McCourt
345	Georgina Sherlock	386	John and Carmel Stafford
346	Anthony Larkin	387	John Weigel
347	Eve O'Meara	388	Robertta McCarthy
348	Huey O'Meara	389	Graziano Conti
349	Ciarán Ganley	390	Hannah O'Dwyer
350	Noelle Dunne	391	Robert Smith
351	James Concannon	392	Jenny Nealon
352	Hugh Hogan	393	Laura Conti
353	Maris Kapostins	394	John Cribben
354	Ciara Foley	395	Ellen O'Dwyer
355	Theo Smith	396	Emer McCormack
356	Eavan Roche	397	Sami Hentunen
357	Catherine Allis	398	Cara O'Sullivan
358	Jake Smith	399	Kevin O'Rourke
359	Ruth Killeen	400	Louise McKiernan
360	Valerie Smith	401	Caitriona McGinley
361	Kev Roche	402	Caitriona McGinley
362	Rachel Allis	403	Kay Brennan
363	Sarah Kelly	404	Ciaran McCleane
364	Ann Kelly	405	Roisin O'Neill
365	Eve-Laura Roche	406	Deirdre Grehan
366	Lynda Moriarity Roche	407	Roisin Sillis
367	ES Leixlip Greenfields Ltd.	408	Annette Olphert
368	Natalie Devine	409	Tom Noonan
369	Paul Kelly	410	Vincent Olphert
370	April Smith	411	Kevin Olphert
371	Kevin Roche	412	Philip Daly
372	M. Linnane	413	Jessica Corrigan

No.	Name/Organisation	No.	Name/Organisation
414	Mary Corrigan	455	Philip Deane
415	Danny Duffin	456	Darragh Raymond
416	Sarah Corrigan	457	O'Flynn Group
417	Edel McGuinness	458	Tony Donnelly
418	Nicky Corrigan	459	Debbie Waite
419	Stuart Walton	460	Dale Keenan Waite
420	Michael Duffin	461	Maire O'Toole
421	Linda Duffin	462	Laura McDonald
422	Danny Duffin	463	Millie Keenan
423	Celbridge Community Council Forum	464	Eugene Burke
424	Marina Campbell	465	Dale Keenan
425	Colin Campbell	466	Rinawade Residents Association
426	Terence Smith	467	Luke Keenan
427	Seamus O'Neill	468	Margaret K Maguire
428	Jenifer Hill	469	Dr Charles Goh
429	Sonja Brennan	470	Orna Maguire Goh
430	Kilross Properties Ltd.	471	Thomas Reid
431	Frankie Barry	472	Joseph Close
432	Ciaran McCleane	473	Leona Ryan
433	Frank Barry	474	Angela and Mike Parle
434	Norma Murphy	475	Maria Fallon
435	Lisa Brazil	476	Geraldine and William Poynton
436	Thomas Freeman	477	Vincent McLoughlin
437	Kevin Malone	478	Noel Chambers
438	Bernadine Bracken	479	David Drinkwater
439	Matt Lennon	480	Ciaran and Angela Daly
440	Frankie Barry	481	Wogansfield Residents Association
441	Aoife Kirk	482	Connie Hegarty
442	Denis McCarthy	483	Patricia Kenny
443	Gerry Colton	484	Jim Hegarty
444	Martina Henry	485	Helen Reidy
445	Thomas Leonard	486	Paige Holbrook
446	Ron and Monica Dardis	487	Aaron Holbrook
447	Rob Kavanagh	488	Holly Holbrook
448	Patricia Raymond	489	Thomas Holbrook
449	Siobhan McSharry	490	Marie Holbrook
450	Peter Raymond	491	Emma Mahon
451	Jonathan Raymond	492	Jim Stewart
452	Stephen Raymond	493	Barry Mahady
453	Thomas McCarthy	494	Gary Lawless
454	Kathleen Molloy	495	Noel Feeney and Residents of Wogansfield

3 Summary of Submissions/Observations from Prescribed Bodies and Chief Executive's Response to the Issues Raised

The following is a summary of the issues raised in the submissions received from the Prescribed Bodies to the Draft Local Area Plan (Submissions 1-7 and 15-17 inclusive). In this section, the Chief Executive's response and recommendations are set out under each submission. Recommended deletions to the Draft Local Area Plan are shown in ~~strikethrough blue~~ and recommended new text is shown in *italics red*.

3.1 The Office of the Planning Regulator

Main Issues Raised

The submission from the Office of the Planning Regulator ('OPR') acknowledges the Planning Authority's extensive work in undertaking the necessary background research and analysis and preparing and publishing the written statement and maps contained in the Draft Local Area Plan (LAP) for Leixlip.

The submission notes that as the preparation of the draft LAP pre-dates the establishment of the OPR and the Office is developing an overall assessment methodology for statutory plans, the submission below has been prepared to provide a high-level input to the statutory plan procedure. The submission addresses two areas of the LAP and makes associated recommendations as follows;

1. Consistency with the Hierarchy of Statutory Plans

- The submission states that the statutory observations and recommendations from the OPR are aimed at ensuring broad policy consistency between national, regional and local levels of the statutory planning policy hierarchy.
- Submission notes that the Draft LAP was published in advance of the finalisation of the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Regional Assembly area which must further articulate the national policies and objectives of the National Planning Framework (NPF) at a regional level under the Planning Act.
- The current County Development Plan (CDP) must be reviewed in order to ensure consistency with the NPF/RSES and the appropriate statutory planning procedures must be observed as necessary, whether the outcome of that review concludes that either a variation or the preparation of a new county development plan is required. In turn, the varied or reviewed county development plan will prompt similar reviews of LAPs to ensure their consistency with the varied or new county development plan.
- Having regard to the above the submission states that the written statement of the draft Leixlip LAP should contain an objective that makes it clear that the LAP will be subject to review in the context of the next iteration of the County Development Plan and should cover the 2020-23 period only so as to ensure that it is programmed for review in a satisfactory and timely manner.

OPR Recommendation 1: The Office recommends that the authority inserts a written objective into Draft Leixlip Local Area Plan specifying that is it for the 2019-23 (sic) period only and will be subject to a review procedure subsequent to the amended/reviewed Kildare CDP that has been assessed for consistency with the Eastern and Midlands RSES.

2. CDP Core Strategy and Proposed Residential Zonings

- Table 4-1 of the Draft LAP indicates zoned lands with an overall potential for 3,315 housing units to be delivered in Leixlip which conforms to the core strategy provisions with regard to population and housing for Leixlip in the Kildare County Development Plan 2017-23.
- However, the Office also notes that as of March 2019, an estimated 148 new homes were substantially completed in Leixlip since 2016, highlighting a significant divergence between actual housing delivery and the CDP core strategy intended growth for the town.
- As noted in Table 12-1 of the Draft LAP, there are significant constraints on the development of new housing areas identified including transport and wastewater network infrastructure deficiencies. The phased development of the Confey lands is also noted (per Appendix A).
- In light of the imminent assessment of the CDP for consistency with the RSES and the truncated timescale for the LAP specified above, it is considered that the phasing of new development should be more clearly identified in the LAP.
- The infrastructural assessment of the LAP should be utilized to clearly identify the spatial areas intended to develop initially within the LAP as well as areas where development may have to be programmed for a subsequent period pending the resolution of particular infrastructural deficiencies in order to ensure that the leveraging of existing infrastructure to support new housing will be maximized.

OPR Recommendation 2: The Office recommends that the authority includes objectives for appropriate phased development of new or future development areas, with the areas located closest to the town centre and or with infrastructure capacity identified for the first phases, and areas that will require the resolution of particular infrastructural constraints identified for development phases in the medium or longer term.

The submission concludes by requesting that the Council address the specific recommendations (which the submission notes are made in the context of the provisions of Section 31AO(3)(a) of the Act) in order to ensure that the Draft LAP is consistent with relevant national policy obligations, guidelines and legislative requirements.

In addition, the Office advises that where the Planning Authority decides not to comply with a recommendation of the Office or otherwise makes the plan in such a manner as to be inconsistent with any recommendations made by the Office, then the Chief Executive shall inform the Office and give reasons for the decision of the Planning Authority. Such notice enables the Office to consider the matter further as regards the making of any recommendations to the Minister in relation to any Directions that may be required under Sections 31AO and 31AP.

Chief Executive's Response

The contents of the submission from the Regulator are noted, including the acknowledgment regarding the extensive background research and analysis in preparing the Draft LAP.

In order to address the Regulator's request for a new objective to highlight that the LAP will be subject to review in the context of the next iteration of the County Development Plan and should cover the 2020-2023 period only so it is programmed for review in a timely manner a new objective shall be included in the Draft LAP under Section 2.3 (Consistency with hierarchy of Plans) which addresses the requirement to review the LAP. The request to limit the life of the LAP to 2023 is noted and agreed and reference to the LAP throughout the draft will be amended to reflect same.

The Regulator's recommendation that the Council includes objectives for appropriate phased development of new or future development areas using the information in the Sustainable Planning and Infrastructural Assessment (SPIA) carried out as part of the preparation of the Draft LAP is noted and agreed. The Regulator's comments regarding the imminent assessment of the CDP for consistency with the NPF and RSES and the requirement for the phasing to be more clearly identified in the LAP are also noted.

Appropriate phasing based on the findings of the Infrastructural Assessment prepared with the Draft LAP in addition to revised population projections based on the RSES and NPF population targets will be provided for in the Proposed Material Alterations of the LAP. Through the preparation of the SPIA a review of the available land supply within Leixlip was carried out in order to inform the appropriate zoning of land. A range of potential sites were identified which were further examined in terms of their suitability for zoning. Following a comprehensive assessment of these sites, a site categorization chart (Table 1.6 of the SPIA published with the Draft LAP) was prepared which ranks each of the sites within the plan area in terms of their suitability for development (criteria for assessment & scoring set out in Section 5 of the SPIA). Whilst various sites may present well in terms of location/proximity to town centre or public transport modes, many were identified as having infrastructural constraints which would not be addressed in the short term. For clarity, a similar exercise was carried out for employment lands within the plan area.

The principles underlying the phasing approach are as follows:

- National/Regional/Local Policy Context (i.e. the NPF, RSES, County core strategy)
- Sequential approach
- Physical suitability
- Supporting infrastructure (social, community and commercial, both existing and planned)
- Water, drainage and road infrastructure (existing and planned)

Following the completion of the SPIA a number of sites / KDAs / Masterplan areas were identified as suitable for development with appropriate infrastructural phasing requirements tied in to the delivery of housing/employment areas. The Regulator's submission requires that *'in light of the imminent assessment of the CDP for consistency with the Eastern & Midlands RSES, and the truncated timescale for the LAP... It is considered that the phasing of new development should be more clearly identified in the new LAP'*. In this regard, it is now proposed to phase lands for development during the lifetime of the LAP. 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. In order to appropriately phase the

delivery of housing within the LAP area, consideration was given to the revised County population targets set out in the NPF Roadmap and the RSES. Whilst the variation of the CDP to incorporate these revised projections has not yet been initiated, the LAP must have regard to same. Therefore, for the purposes of initiating the process of incorporating the revised figures into the county core strategy, the following computations have been made based on Appendix 2 of the Roadmap and Appendix B of the RSES.

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 persons² across the County for that 10 year period.

Applying these new targets and the assumption 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 with appropriate amendments made to Table 4.1 of the LAP.

Having reviewed the SPIA and the associated rankings, it is proposed to include the following Key Development Areas (KDAs) as Phase 1;

Residential Lands - Phase 1

Table A

KDA	HA	Estimated Unit delivery
Celbridge Road East	8	280*
Wonderful Barn ³	13.2	450
Leixlip Gate	9.23	323
Total		1,053 ⁴

Residential (& Mixed Use) Lands - Phase 2

Table B

Masterplan	HA	Estimated Unit delivery
Confey	45 ⁵	1,765

* See also amended Table 4.1 and Section 12 of this Report.

² 11,665 housing units based on the County occupancy rate of 2.7.

³ It should be noted that development of the lands at Wonderful Barn has been permitted and is in the initial stages of construction

⁴ This figure relates to development that is likely to take place in the short term (i.e. 2020-2023)

⁵ See Section 4.12 which relates to the KDA at Black Avenue.

It should be noted that significant roads infrastructural issues (capacity and structural) were identified in the SPIA in relation to the lands at Black Avenue KDA. Following a number of submissions made during the public consultation, a further assessment was carried out which identified further significant issues with the development of these lands (please refer to Section 4.12 for further detail on the overall assessment of these lands).

Table A identifies three significant areas for short term future residential development in Leixlip with additional opportunities within and around the town for infill development and regeneration areas. The proposed zoning and phasing strategy seeks to balance national policy on the sequential zoning of land from the urban centre with government policy to maximise access to and encourage the use of public transport, so whilst the lands at Confey are not identified as Phase 1 (due to the significant physical and social infrastructural constraints associated with the development of this area), the LAP clearly acknowledges that the future strategic direction for the expansion of Leixlip will be focused around the rail based site at Confey in light of the proposed expansion of DART services to the Maynooth line scheduled for 2027.

It is noted that the KDA at Leixlip Gate is, in the SPIA, designated as **Tier 2** (as is Confey). However, the physical infrastructural constraints associated with the development of this site are low and whilst sequentially it may be further from the town centre, the other assessment criteria score these lands more suitable for development and are therefore included for development during Phase 1.

Chief Executive's Response to OPR Submission

Proposed Material Alteration

Amend the LAP title as follows:

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

Proposed Material Alteration

Insert the following text in new Section 2.3:

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 purpose of enabling the incorporation of the National Planning Framework and Regional Spatial strategy, in to 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/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

Insert new objective:

PC1.1 *It is the 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.

Proposed Material Alteration

Insert the following text in new Section 4.1:

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 subsequently 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 growth⁶.

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 persons⁷ 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.

⁶ See proposed new objective PC1.1 regarding the requirement to review the LAP

⁷ 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 waste water. 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.

Proposed Material Alteration

Amend Table 4.1 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	1
Easton Gateway Lands	1.17	41	35	1
Easton	8.5	200 (Permitted Under Construction)	-	1
Phase 1: Key Development Areas				
KDA - The Wonderful Barn	13.2	450 (Permitted)	35	1
KDA - Leixlip Gate	9.23	323	35	2
KDA – Celbridge Road East	10.1 8	355 280	35	1
KDA – Black Avenue	10	350	35	2
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	2
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.

Proposed Material Alteration

Highlight Phase 1 and Phase 2 lands on Map Ref. 4 Land Use Zoning Objectives

Proposed Material Alteration

Amend Policy CS1 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

Amend objective CS1.2 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.*

3.2 National Transport Authority

Main Issues Raised

The National Transport Authority (NTA) makes specific comments and recommendations with regard to sections of the Plan as detailed below.

Chapter 8 Movement and Transport

Section 8.2 Public Transport Rail

The NTA supports the inclusion of Objective MT2.6 'To liaise with the National Transport Authority (NTA) and Irish Rail to consider the provision of a new railway station at Collinstown'. The NTA notes that Transport Strategy for the Greater Dublin Area (GDA) includes the provision of any new train stations. In relation to this, Section 5.2.5 of the Transport Strategy states that '*a number of additional stations will be added to the network in developing areas which have sufficient level of demand to support the provision of a train station. Exact locations will be determined at the relevant time...*'

Park and Ride

The submission notes that Objective MT2.4 refers to 'park and ride facilities' however no specifics are provided as to the potential location or purpose (strategic or local) of any park and ride facilities within the plan area. It is the view of the NTA that clarification should be provided within the LAP in relation to this and that specific Objectives for park and ride in Leixlip should be included. In this regard it should be noted that the Transport Strategy provides for the development of a strategic network of rail-based park and ride facilities at appropriate points across the Greater Dublin Area - the potential for such should be considered in the context of any proposals to provide a new railway station at Collinstown. The ability to facilitate park and ride should be included in the Zoning for the lands at Collinstown and Section 13 of the Draft LAP 'Land Use Zoning Objectives' should also be

amended to reflect this. Park and Ride facilities should be provided in line with the principles set out the Section 5.10 of the NTA's Transport Strategy (for GDA).

Bus

Objective MT2.7 proposes specific changes to existing bus routes and services as also put forward in the accompanying Leixlip Strategic Transport Assessment Technical Summary. The NTA is responsible for decisions regarding the provision and regulation of bus services and, as such, is of the view that such specifics should not be included in LAP Objectives and that a more high-level objective would be appropriate. The NTA feels that the draft LAP would benefit from including specific reference to the Bus Connects programme and the need to support and facilitate this in one of the LAP Objectives.

NTA Recommendations on the above issues

The NTA makes a number of recommendations to make amendments, including the deletion of existing text and the insertion of new text to the following objectives:

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.'

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.'

MT2.6 To liaise with the National Transport Authority (NTA) and Irish Rail to consider the provision of a new railway station at Collinstown.

MT2.7 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.

It is also recommended that the following new Objectives are included:

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

'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.'

The NTA also request that Section 13 of the Draft LAP, 'Landuse Zoning Objectives', should also be amended to facilitate the development of strategic park and ride on lands at Collinstown.

In relation to Section 8.3 Road and Street Network

Orbital Movement

Submission refers to the GDA Transport Strategy which acknowledges the need to enhance orbital movement outside the M50 C-Ring, between the N3, N4 and N7 national roads and states that potential alignments are currently being considered by TII and the NTA and an Objective should be included in the Draft LAP to support and facilitate in this in order to ensure optimum transport arrangements and resilience of routes. Where such road improvements are undertaken they must adhere to the Principles of Road Development as set out in Section 5.8.3 of the Transport Strategy. It is the view of the NTA that an Objective should be included to reflect this.

Permeability

The NTA supports Objectives that will further promote public transport, walking and cycling as modes of travel for all trip purposes through improved access, permeability and connectivity.

Transport Assessment

The NTA state that significant development proposals should be subject to 'transport assessments' which fully consider all modes of travel, as opposed to 'traffic assessments'. In this regard, Transport Infrastructure Ireland (TII) with the NTA have produced as '*Area Based Transport Assessment Advice Note*' which presents a process methodology to local authorities and developers on how best to ensure that transport planning is integrated into the development planning process at a local level. It is the view of the NTA that this advice note should inform the transport assessment of these areas and that Objective MT3.11 should be amended to reflect this.

Link Road

The NTA notes Objective MT3.12 'To investigate the feasibility of a new link road from the Celbridge Road (R404) to the south of the M4 Leixlip/Celbridge Interchange in consultation with TII, NTA and other stakeholders. A feasibility study shall be subject to a Traffic Impact Assessment.' The NTA confirms their willingness to work with the local authority with regard to any feasibility study while stating that the rationale and purpose of the proposed link road should be clearly defined and fully considered in the context of the policy and principles set out in the Transport Strategy for the GDA and the DoECLG guidelines on 'Spatial Planning and National Roads-Guidelines for Planning Authorities.' The submission states that any feasibility study should clearly demonstrate that the proposals comply with the relevant aspects of these documents.

NTA Recommendations on the above issues

The NTA makes a number of recommendations to make amendments to the LAP, including the deletion of existing text and the insertion of new text to the following objectives:

'MT3.11 To ensure that all significant development proposals for KDAs and lands at Collinstown and Confey 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.~~**

New Objective: 'MT3.14 To support, in conjunction with TII and the NTA, the need to build resilience between the N3, M4 and N7 national roads 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'

Walking and Cycling

The NTA supports policies and objectives contained within the draft LAP which seeks to promote walking and cycling as modes of travel for all trip purposes including enhanced and/or new cycling and pedestrian facilities. The latter includes facilities which aim to enhance permeability between new developments and existing ones, and within existing development areas themselves, as well as links to public transport facilities. In this regard, The NTA supports Objectives MT1.6-MT1.13.

The NTA notes that the Draft Plan provides for the development of 6 new footbridges at various locations throughout the town - the NTA views these as critical in greatly improving the permeability and accessibility of Leixlip and overcoming issues of severance caused by topography. In this regard it is noted that the proposed bridges are referred to as 'pedestrian' or 'footbridges.' In order to support cycling and in the interests of clarity the NTA recommend that text and maps are amended to refer to these as 'Pedestrian/Cycling' bridges.

NTA Recommendation on Walking and Cycling

All references to the proposed 'Footbridges' and 'Overpass' should be revised to include cycling - 'Pedestrian/Cycling'.

Chapter 12 Key Development Areas, Confey and Collinstown

NTA welcomes the zoning of the identified KDA lands and, in particular, the lands at Confey and is of the view that these generally reflect the core principles of integrated land use and transport planning as set out in Section 7.1 of the Transport Strategy for the GDA 2016-2035. The submission notes the proximity to the town centre in the case of the Celbridge Road East KDA and, proximity to the train station in the case of Confey offer opportunities to consolidate development in locations where local transport needs could be largely met by sustainable means.

Collinstown Strategic Employment Lands

The NTA note provisions in Section 12.7 of the Draft Plan relating to 'Collinstown Strategic Employment Lands' including Section 12.7.3 which set out Design Principles & Priorities for the area including an *Indicative Design Concept* (12.7.3). Included in the Principles is the following:

'To ensure that the development of the Business Campus is guided by the Leixlip Strategic Transport Assessment that seeks to develop improved access and permeability to lands at Collinstown. The assessment will also investigate the possibility of providing an additional train station at Collinstown and a potential park and ride facility at this location in the future'.

It is the view of the NTA that the Strategic Transport Assessment (STA) which accompanies the Draft LAP does not 'investigate the possibility of providing an additional train station at Collinstown and a potential park and ride facility at this location in the future' and the potential impact this might have on land use development in this area both in terms of uses and intensity.

The NTA note that Section 8, 'Movement and Transport' provides an Objective to ***'MT2.6 To liaise with the National Transport Authority (NTA) and Irish Rail to consider the provision of a new railway station at Collinstown' as discussed above. The NTA also recommends that the potential for developing park and ride at Collinstown should be provided for within the LAP and that this should be reflected in Section 12.7 of the Plan.***

In the context of this the NTA is of the view that a Masterplan is required for the area which would give full consideration to the type and intensity of development at Collinstown 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 to work with the NTA in this regard.

NTA Recommendations on Chapter 12

The NTA recommend that the following objective is included:

'Develop a Masterplan 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 to work with the NTA in this regard.'

12.8 Confey

The submission notes to the objectives relating to the lands at Confey. The NTA supports the Objectives requiring the preparation of a detailed Masterplan for the Confey area and agreement on this in advance of any development. It is the view of the NTA that the Masterplan should include a transport assessment as discussed under 1.2 of this report and set out in Objective MT3.11 of the draft plan. The NTA feels that, in the interests of clarity, Objective CON1.1 should be revised to include reference to the transport assessment.

NTA Recommendation on Section 12.8 Confey

It is recommended that Objective CON1.1 is revised as suggested below:

'To ensure the future development of the lands identified within the Confey Urban Design Framework are subject to a detailed Masterplan, including a transport

assessment, the contents of which shall be agreed in writing with the Planning Department of Kildare County Council.'

Chief Executive's Response to NTA Submission

Chapter 8 Movement and Transport

The recommendations regarding the NTA's request to amend the text of objectives MT2.3 AND MT2.4 and delete the objectives MT2.6 and MT2.7 are noted and accepted.

The proposal to insert two new objectives to consider the potential for local park and ride facilities in line with the principles set out in Section 5.10 of the Transport Strategy for the GDA 2016-2035 and 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 are also noted and accepted. These objectives will necessitate consequential amendments in Section 13 Land Use Zoning Objectives.

The NTA also request that Section 13 of the Draft LAP, 'Landuse Zoning Objectives', should also be amended to facilitate the development of strategic park and ride on lands at Collinstown. This request is agreed and appropriate amendments will be made to Table 13-3.

In relation to Section 8.3 Road and Street Network

Orbital Movement

The work being carried out by the NTA and the TII on the enhancement of orbital movement outside the M50 C-Ring, between the N3, N4 and N7 national roads is noted. In this regard the NTA should note Objective MT3.4:

To support the development of a North East Kildare Strategic Land Use and Transportation Study in accordance with objective MTO2 of the Kildare County Development Plan 2017-2023 including investigations for potential connections to the north and south east of the Leixlip Plan area with adjoining counties.

As part of this study transport proposals for North East Kildare and adjoining areas within the Dublin Metropolitan Area that are outlined in the NTA's Transport Strategy and the Regional Spatial and Economic Strategy would be examined in greater detail and in consultation with the relevant authorities such as the NTA and TII. No change recommended.

Permeability

The NTA's support of the objectives regarding the improvement of access, permeability and connectivity within the plan area is acknowledged.

Transport Assessment

The request to amend the terms 'traffic assessment' and 'traffic impact assessment' to 'transport assessment' and 'transport impact assessment' respectively is accepted. All references to such studies should be amended including Objective MT3.11.

Link Road

The willingness of the NTA to work with the local authority with regard to the feasibility study outlined in Objective MT3.12 is noted.

Walking and Cycling

The support of the NTA of policies and objectives contained within the Draft LAP which seek to promote walking and cycling is noted.

The NTA's recommendation to change the reference of all proposed footbridges and overpasses as 'Pedestrian/Cycling bridges is noted and agreed.

Chapter 12 Key Development Areas, Confey and Collinstown

The NTA's comments in relation to the KDA lands and Confey are accepted and the proposed material alterations that are requested will be considered.

In relation to the Collinstown Strategic Employment Lands it is accepted that a Masterplan be carried out for the lands. In this regard consequential amendments are also recommended in Section 13 of the Draft LAP.

It should be noted that proposed material alterations relating to the Collinstown Strategic Employment Lands including the objective to provide for a masterplan will be dealt with in Section 4.12 of this report.

The need to undertake a transport assessment as part of the preparation of a masterplan for the Confey lands is noted. This, as the NTA acknowledges, is currently provided for in Objective MT3.11. However, in the interests of clarity it is proposed to amend Objective CON1.1 to include reference to the requirement for a transport assessment.

Chief Executive's Recommendation to NTA Submission

Proposed Material Alteration

Amend objectives MT2.3 and MT2.4 as follows:

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.*

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.~~

Proposed Material Alteration

Delete following objective, Reference MT 2.6 under Section 8.2 Public Transport:

~~**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.~~

Proposed Material Alteration

Delete following objective, Reference MT 2.7 under Section 8.2 Public Transport:

~~**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

Insert the following new Objective 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

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

Amend Table 13-3 Land Use Zoning Matrix

Insert the following row between 'Offices' and 'Park / Playground' in list of land uses:

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 – Enterprise & Employment	T - Tourism	U -Public Utilities
<i>Park and Ride Facility</i>	N	N	N	N	N	N	N	N	N	N	O	N	N

Proposed Material Alteration

Section 12.2 The Wonderful Barn Key Development Area

Connectivity/ Movement (Last sentence)

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

Proposed Material Alteration

Section 12.4 Leixlip Gate Key Development Area (Kilmacredock)

Connectivity/ Movement (Last sentence)

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

Proposed Material Alteration

Section 12.5 Black Avenue Key Development Area

Connectivity/ Movement (Paragraph 2)

Any planning application for the development of these lands shall be accompanied by a ~~Traffic~~ **Traffic Transport** Impact Assessment which takes into consideration the impact of the proposed development on the Mill Lane and the Main Street Leixlip.

Proposed Material Alteration

Amend objective MT3.11 as follows:

MT3.11 To ensure that all significant development proposals for KDAs and ~~masterplan~~ **masterplan** lands at Collinstown ~~and~~ **and** Confey ~~and the Liffey Business Campus (former Hewlett Packard site)~~ **and the Liffey Business Campus (former Hewlett Packard site)** are subject to ~~Traffic~~ **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.~~ **and informed by the 'Area Based Transport Assessment' Advice Note, TII/NTA 2018**

Proposed Material Alteration

Amend objective MT1.6 as follows:

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

Proposed Material Alteration

Amend objective MT1.6 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~~ **footbridge pedestrian/cycle bridge** to provide direct access to the Royal Canal greenway and nearby amenities.

Proposed Material Alteration

Amend Objective CON1.1 as follows:

CON1.1 To ensure the future development of the lands identified within the Confey Urban Design Framework are subject to a detailed Masterplan,

including a transport assessment, the contents of which shall be agreed in writing with Kildare County Council and *shall include proposals for the funding and delivery of key infrastructure, in accordance with phasing arrangements*.

3.3 Transport Infrastructure Ireland

Main Issues Raised

Managing Exchequer Investment and Statutory Guidance

Transport Infrastructure Ireland (TII) note in its submission that the M/N4 route is identified as part of the TEN-T Comprehensive Network and is a highly important inter-urban transport corridor; these designations have repercussions and action requirements for policies and objectives to be included in the new LAP. The submission states that there is a critical need to manage these assets in accordance with national policy as outlined in *Smarter Travel (DTTAS, 2009)* and the provisions of the *Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012)*. While acknowledging that Section 8.3 of the Draft Plan states the importance of accessibility to the strategic road network for major industrial/employment generating facilities in Leixlip, the submission notes that it includes no reference to the DoECLG Guidelines, or to the critical need to safeguard the national road network in the area. TII recommends that this requirement is reflected in the Plan.

TII state that Objective MT3.2(v) supports the implementation of *'Capacity enhancements of the M4 mainline and M4/R449 junction as provided for in the NTAs Transport Strategy for the Greater Dublin Area and the Regional Spatial and Economic Strategy*. In terms of continued investment in the EU Ten-T Network and in the interests of consistency, TII would welcome the appropriate national road scheme objective being referred to as M4 Leixlip to Maynooth consistent with Project Ireland 2040 and the recently adopted RSES.

The submission states that NTA Transport Strategy for the Greater Dublin Area, 2016 - 2035, also includes proposals to 'Enhance orbital movement, outside of the M50 C-Ring, between the N3, the N4 and N7 national roads, by the widening of existing roads and the development of new road links'. Section 5.8.2 of the NTA Strategy refers. Submission notes its recently prepared technical report assessing M50 resilience between M50 J6 and J7 where a variety of potential link routes have been identified that have the potential to act as a diversion route to the M50. TII would welcome consideration of the alternative potential routes identified when finalising the LAP and request that provision is made in the plan to identify the potential requirement for additional river crossings to give effect to the provisions of the NTA Strategy. Reference could also be made to national road network resilience and the related NTA Strategy provisions within the text of the LAP prior to adoption.

Specific Development Objectives/Proposals

TII acknowledges the Draft LAP Core Strategy objective to facilitate sustainable intensification in the town centre and in established residential areas and welcomes this approach to consolidation of the existing built up areas. The submission also notes the development proposals related to Confey and at Collinstown are both subject to further detailed analysis. As outlined in previous submissions on the lands concerned, it is noted that the proposed design framework proposal and masterplan objective

outlined in the Draft LAP provide for no statutory consultation with stakeholders.

However, the DoECLG Spatial Planning and National Roads Guidelines require that planning authorities must ensure that they consult with the NRA (now TII) in preparing any local area plans or other non-statutory plans where there may be material implications for national roads. Also, the DoECLG Sustainable Residential Development in Urban Areas Guidelines advise that if it is intended to use non-statutory documents for development management, planning authorities should incorporate them in the development plan or LAP for the area by way of variation and where possible, public consultation should be integrated into the preparation on non-statutory frameworks. TII would welcome continued consultation and collaboration with the planning authority in the development of proposals relating to Collinstown and Confey.

TII acknowledges and welcomes that the relevant objectives for Collinstown and Confey areas, in accordance with the provisions of Objective MT3.11, require that significant development proposals are subject to Traffic Impact Assessment. Similarly, Section 12.4 requires the submission of a TTA for the Leixlip Gate KDA.

Submission acknowledges LAP was informed by the preparation of a Strategic Transport Assessment (STA) and recommends that both the Design Framework for the lands at Collinstown and the detailed Masterplan for the lands at Confey would be subject to Transport Assessment to assess the cumulative transportation impact of the lands concerned.

The submission states that the preparation of more detailed analysis will assist in developing a robust development framework, facilitating the future development of Leixlip complementary to safeguarding the strategic function of the national road network. This is also particularly relevant when considered in the context of LAP objectives related to the Hewlett Packard site and KDAs all in the vicinity of the M4 Motorway. Careful consideration will need to be given to the future development of the Hewlett Packard site where development proposals will need to be subject to appropriate transportation assessment. TII would welcome this requirement reflected in the text of Section 6.1 and Section 6.2.1 of the Draft Plan where the Hewlett Packard site is discussed.

Other Specific Objectives

Notes that Section 8 includes a number of specific transport related objectives (MT3.12, MT3.13, and MT3.11) with potential implications for the adjoining M4 and associated junctions. With regard to these objectives 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. Such projects should not undermine or compromise the strategic function of the national road network and this function.

General Objectives

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

Future Consultation

TII would welcome consultation and collaboration with the planning authority in the development of proposals relating to Collinstown and Confey and regarding specific road schemes identified above. TII notes the Draft LAP includes Objective MT3.4 to support the development of a North East Kildare Strategic Land Use and Transportation Study, TII would welcome consultation on this Study where there may be implications for the strategic national road network in the area.

Chief Executive's Response on TII Submission

The Kildare County Development Plan 2017-2023, the overriding planning policy document of the Planning Authority, includes reference to the Spatial Planning and National Roads Guidelines, the TII's Traffic and Transport Assessment Guidelines and incorporates several policies and objectives in relation to Motorways and National Roads (Chapter 6 Movement and Transport). It is therefore not considered necessary to duplicate such policies in the LAP. No change recommended.

The request to refer to national road scheme project outlined in Objective MT3.2 as 'M4 Leixlip to Maynooth,' in the interests of consistency between documents is noted and agreed.

The issue of orbital capacity enhancements outside of the M50 C-Ring, between the N3, the N4 and N7 national roads has been previously dealt in this report as part of the Chief Executive's response to the submission of the National Transport Authority (see Section 3.2 of this report).

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

In response to issues raised concerning Confey, Collinstown and Key Development Areas, Objective MTO3.11 of the Plan requires all significant development proposals for the KDAs and Masterplan areas to be subject to a Transport Impact Assessment (TIA), to be carried out in accordance with the relevant guidelines. In the interests of clarity, it is recommended that the requirement to carry out a Transport Impact Assessment is stated in the design brief for the Celbridge Road East Key Development Area in Section 12 of the Draft LAP, as this requirement is currently absent from the text of this KDA (see Section 4.12 of this report).

In relation to the above development areas and having regard to any future proposals within the Liffey Business Campus (former Hewlett Packard site), it is considered that the detailed requirements of these guidelines are more appropriately considered at development management level. Statutory bodies such as the TII will have the opportunity to comment on potential amendments, at that time. However it is considered that Section 6.2.1 should be amended to specifically make provision for a transport impact assessment

to be carried out if there is any significant development proposed. In light of this, it is considered Objective MT3.11 should also be amended to include reference to the Liffey Business Campus (see Section 3.2 of this report).

The acknowledgement of the preparation of a Strategic Transport Assessment (STA) for Leixlip is noted. With regards to the Masterplan for the lands at Confey, this report, in its response to the NTA recommended that Objective CON1.1 be amended to include reference to the requirement for a transport assessment (see Section 3.2 of this report).

The TII's position on the specific transport related objectives outlined in the Plan (MT3.12, MT3.13, MT3.11) is noted. TII's comments on Objective MT3.4 to support the development of a North East Kildare Strategic Land Use and Transportation Study are also acknowledged, as is its request for future consultation on the objectives stated in this paragraph.

Chief Executive's Recommendation

Proposed Material Alteration

Section 8.3 Roads and Street Network

Amend objective MT3.2 as follows:

MT3.2 To support the implementation of the following road improvement schemes, subject to the availability of funding and environmental and conservation requirements: 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

Section 6.2.1 Supporting Employment Growth (Second Paragraph)

The Barnhall site (*the Liffey Business Campus*) comprises the former Hewlett Packard (HP) site which is now occupied by a number of small and medium enterprises. Given the size and scale of the 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).*

3.4 Department of Education and Skills

Main Issues Raised

The department welcomes the provision of schools sites as referenced at Section 7.4.2 and in Table 7.1 of the Draft Plan. Based on the Department's engagement with the Council to date and the consideration of the Draft Plan it is anticipated that a requirement for up to 2 primary schools and 1 post-primary school may emerge over the lifetime of the Plan.

The Department commits itself to working closely with the Council in relation to the provision of new schools and emphasises the critical importance of the ongoing work of the Council in ensuring sufficient and appropriate land is zoned for this purpose.

Chief Executive's Response to Department of Education and Skills Submission

The comments by the Department are noted.

Chief Executive's Recommendation

No change recommended.

3.5 Office of Public Works

Main Issues Raised

General Issues Pertaining to Flood Risk within Leixlip

The OPW states that a National Preliminary Flood Risk Assessment (PFRA) was carried out in 2010 for the purpose of initial assessment of areas of potentially significant flood risk. Leixlip was assessed as part of this PFRA and designated a Flood Risk Index of 27157 indicating a degree of flood risk in the area. Leixlip was subsequently designated an Area for Further Assessment (AFA) and was examined as part of the Eastern Catchment Flood Risk Assessment and Management (CFRAM) Study.

The submission notes that a scheme was initiated and completed between 2007 and 2010 along the Rye Water and Síleacháin River providing protection to the 1% AEP event for 50 properties in the area. There are plans to progress further works to augment the existing scheme in the areas near Confey Community College and on the Main St. in conjunction with Kildare County Council.

The OPW acknowledges that the existing zoning designations will remain unchanged for the sites outlined below with commitment given in the Strategic Flood Risk Assessment (SFRA) to undertake Site Specific Flood Risk Assessment (SSFRA) to an appropriate level of detail and for each site to pass the appropriate justification test should further development of any of these sites be warranted in the future:

- Confey Community College
- Rye River Apartments and Ryevale
- Rye River Grove and Rye River Park
- Main Street / Town Centre Regeneration
- Mill Lane
- Leixlip Wastewater Treatment Plant

Confey Urban Design Framework (UDF)

The submission states that a portion of the Confey UDF area which is proposed for substantial development has a history of flooding. The OPW notes that there is a constrained channel (Síleacháin River) within the area for which indicative flood depths up to 0.6m in the 0.1% AEP have been shown in previous assessment.

Due to the scale of the proposed development the OPW requests that an assessment be carried out in the area to adequately inform sequential and sustainable development of the area. Accordingly further consideration should note:

- Confey is outside of the Leixlip AFA boundary assessed as part of the CFRAM so while the catchment was assessed from a hydrological perspective, no flood risk management options were developed for the Confey Area.
- The current SFRA undertaken appears to only address a portion of the Confey area for flood risk. This area may need to be expanded to ensure any issues are assessed and mitigated further upstream and that there is no adverse impact on existing properties upstream.
- It should be demonstrated that the development of this land will not create an adverse impact on those downstream between the proposed Confey UDF area and the confluence with the River Liffey.

Chief Executive's Response to the OPW's Submission

The OPW's comments on the LAP are noted.

Regarding the Confey UDF, the Council is cognisant of flooding issues in the Confey area and this was identified as a constraint in the Addendum (Context and Background Analysis) to the UDF document. Consequently, the area most at risk from flooding on the eastern side of the Síleacháin Stream in Allenswood has been designated as open space. The Council acknowledges the OPW's concerns regarding flood risk assessment in the Confey UDF area and proposes to include a specific new objective in Section 12.6 of the Draft Plan to address the points raised.

Chief Executive's Recommendation

Proposed Material Alteration

Insert new objective, Reference CON 1.5 under Section 12.8 Confey.

CON 1.5 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.

3.6 Health Service Executive

Main Issues Raised

The HSE advise that its submission is made under the remit of Healthy Ireland and relevant health strategies, to incorporate health actions on the spatial and built environment. Physical activity is a predominant focus in the submission. The HSE welcomes the provision of green infrastructure and promotion of cycle and pedestrian paths in the Plan.

In terms of the provision of nursing homes or residential care facilities it is suggested that they should include proposals for gardens and recreational activities, as physical activity should be incorporated into long term care. It also references the importance of designing age friendly environments and to promote lifetime adaptable housing and design along with the use of assistive technologies.

The HSE refers to the Strategy for Community Inclusion to promote and improve community inclusion of people with disabilities. There needs to be a focus on meeting the housing and accommodation needs of people with disabilities, through purchasing housing, new build housing, leased housing or rented housing. It is also suggested that consideration be given to reserving a certain proportion of dwellings for people with disabilities.

The HSE welcomes the environmental friendly proposals outlined in the Plan; integration of public transport infrastructure, building typologies that minimise use of energy, SuDS and integration and utilisation of open space.

The submission states that there should be energy efficient design in projects and an energy management programme for all public buildings.

The submission outlines a number of actions with regard transport and the government's Smarter Travel Policy. It considers that maximum permitted car parking should be applied for commercial sites which have suitable public transport and are within walking distance of amenities. Developments above a certain scale should provide travel plans and schools should have school travel plans to encourage alternatives to car. E-working should also be encouraged. Measures in relation to public transport are to improve punctuality and reliability of bus services and provide bus shelters. It also requests a review of school transport service, the current distance eligibility criteria, where it is not feasible to provide safe walkways and/or cycle paths. It suggests that traffic signals should favour pedestrians and that footpaths should be widened where there are high pedestrian flows and that they should be cleared of all unnecessary street furniture.

The HSE state that pedestrian routes should be signposted to important urban destinations and should be green, safe and enticing. It also supports private and public sector initiatives to establish car club schemes and provide on-road parking spaces to be designated for car clubs through appropriate signage.

The submission refers to improvements recommended under the National Cycle Policy Framework such as reduction in volumes of through traffic, especially HGVs in town centres, the introduction of traffic calming measures/enforce low traffic speeds, that surfaces for cycling should be maintained to a high standard and secure cycling parking is provided. It also states that there should be an aim to integrate cycling and public transport, road infrastructure should be cyclist friendly and that all existing cycle lanes should be linked up. The HSE welcomes the proposals to improve, maintain and enhance certain routes for use by both pedestrians and cyclists and in particular the proposal to facilitate and support the implementation of the Royal Canal Way / North Kildare Cycleway through Leixlip.

In terms of wastewater and water supply the HSE advises that the Plan should implement the waste hierarchy set out in the waste framework directive. They outline a number of measures including the provision of easily accessible public recycling bins for public areas.

The submission states that the Council should comply with the European Communities (Drinking Water) Regulations 2014.

The HSE state that a Local Biodiversity Action Plan should be developed. Opportunities for green infrastructure should be explored and integrated into the design of public areas and existing green areas should be preserved. The design of public areas should provide opportunities for promoting physical activity, promoting biodiversity and meeting the needs of the elderly and people with disabilities. The HSE notes the policies to protect, reinforce and strengthen the Green Infrastructure network in Leixlip and to strengthen links to the wider regional network.

The submission notes that noise is a cause of ill health and that it should be considered in the context of a range of land uses; roads, railways. Industry recreational activities, noise sensitive properties, mixed use, public houses, night clubs, industrial operations. The submission suggests that the Plan should map noise.

In terms of air quality the actions recommended by the HSE that the plan should have an aim to reduce polluting emissions in the area and increase air quality in Leixlip by participating in national air quality monitoring programmes where possible, working to develop and promote the Air Quality Index for Health and Local Air Quality Management Plans to identify pollution 'hot spots' and aim to reduce pollution through local action on emissions.

Chief Executive's Response to the HSE's Submission

Nursing Homes/Residential Care Facilities

Development management standards are outside the remit of a local area plan and standards are provided for within a Development Plan. No standards pertaining to the development of nursing homes/residential care facilities are contained in the current Kildare County Development Plan 2017-2023 (CDP). However, the CDP will shortly be reviewed or varied in line with the recently adopted Regional Economic and Spatial Strategy (RSES) and at such the HSE are advised that this would be the opportunity to provide the Council with the detailed necessary development standards for gardens and recreational facilities for nursing homes and residential care facilities, so they can be incorporated into the Plan.

Lifetime Adaptable Housing

The importance of designing age friendly environments and promotion of lifetime adaptable housing is noted. Appendix (ii) of the Quality Housing for Sustainable Communities: Best Practice Guidelines for Delivering Homes Sustaining Communities (2007) provides for standards for Lifetime Homes. Objective HCO 1 of the Kildare County Development Plan 2017-2023 states that developments should have regard to these guidelines and at such developments in their design must have regard to this document.

Housing for People with Disabilities

The Council is cognisant of the need for housing within communities for people with disabilities and Section 7.3.1 identifies the need to cater for groups with special needs housing. There is also a strong emphasis within the LAP to provide for both a mix of dwelling size and dwelling type to cater for a diverse range of housing needs. In compliance with Part V of the Planning and Development Act 2000 (as amended) developers through consultation with the Council will be informed of the social housing requirements at the earliest stage so

that this can be considered in the design of the development, e.g. the type of unit the local authority is interested in acquiring.

Energy Efficiency in Buildings

Energy efficiency is encouraged in buildings through retrofitting of existing stock and or in the design of new developments. Objective EO 29 of the County Development Plan supports and promotes the operations of Kildare County Council and public sector buildings as exemplars of energy efficient buildings, smart energy management and green procurement. The Draft LAP is fully supportive of applications to the Better Energy Communities grant programme.

Car Parking and Travel Plans

The HSE's comments in relation to transport and smarter travel policy are noted. Car parking and Travel Plans (also known as Mobility Management Plans) for schools and commercial developments are items for the County Development Plan as the necessary development standards for the county are provided at the higher plan level. The County Development Plan sets out maximum car parking standards for those other than residential. The Council will have cognisance of the thresholds for the submission of a Workplace Plan in accordance with the *Achieving Effective Workplace Travel Plans - Guidance for Local Authorities* document published by the NTA will be considered when determining planning applications.

Bus Services and Associated Infrastructure

Suggestions in relation to measures to improve punctuality and reliability of bus services and bus shelters, a review of school transport service with regards distance eligibility criteria and traffic signals to favour pedestrians and footpaths are outside the remit of a land use plan. However, it is an objective of the LAP, under MT1.9, to provide adequate, secure and dry bicycle parking facilities at appropriate locations in the town centre; and near heritage, community and amenity destinations.

Walking and Cycling

The HSE's suggestions in relation to signposting and enticing pedestrian routes are also noted. The LAP acknowledges the significant deficiencies in continuity and the quality of pedestrian routes and has identified a number of locations to provide for the development new connections. The proposed Town Renewal Plan for Leixlip (refer to Section 4.5) will also include accessibility/permeability study for the town. The purpose of such a study would be to increase overall accessibility and permeability within Leixlip to support a better balance between private vehicular traffic and sustainable and active transport options such as walking, cycling and public transport.

The comments made in relation to cycling in the submission are also noted.

Waste and Water

Kildare County Council as a local authority is aware of its obligations under the Waste Framework Directive with regards the waste hierarchy and the European Communities (Drinking Water) Regulations 2014. The Draft LAP provides for recycling facilities under

objective I5.1 to adequately maintain recycling facilities and secure the provision of additional facilities, as required, including in conjunction with new development.

Green Infrastructure

The HSE comments in relation to Biodiversity and Green Infrastructure are noted. Chapter 11 of the LAP is focused around the Green Infrastructure network in Leixlip. An extensive Habitat and Green Infrastructure Mapping Survey to illustrate the important areas for protection within the Plan area has been detailed in Figure 11-1 and has informed the production of a Green Infrastructure map for the town as illustrated in Figure 11-2. Objective GI1.1 of the Draft Plan provides for the protection of identified key Green Infrastructure and 'Stepping Stone' habitats according to their value and restrict development that would fragment the Green Infrastructure Network. Furthermore, it is action of the Kildare Biodiversity Plan to develop a local biodiversity action plan for Leixlip in conjunction with local community groups.

Air Quality and Noise Pollution

The HSE's air quality actions comments are noted. The issue of air quality is referenced in the County Development Plan where it is an objective to monitor air quality in co-operation with the Health Service Executive and the Environmental Protection Agency on a county wide level.

It is noted that EPA on its GEO Portal (www.epa.ie/EPAMaps) under the heading of Environment and Wellbeing) illustrates noise mapping and air quality mapping throughout the country. Leixlip is stated as having '1-Good' on the air quality index. Noise resulting from roadways in Leixlip has also been mapped and developments, in particular residential schemes, should have regard to the mapped noise levels. Development proposals should incorporate noise mitigation measures into the overall scheme design on the advice of acoustic specialists (see Section 7, Objective HC2.2). Also in relation to Noise, Objective MT3.10 of the draft plan states it is an objective of the Council *'to implement the recommendations of the Kildare Noise Action Plan to reduce, where necessary, the harmful effects of traffic noise, through appropriate mitigation measures in accordance with CDP Objective RS03.'*

Chief Executive's Recommendation

No changes recommended.

3.7 Irish Water

Main Issues Raised

Irish Water (IW) notes that the increase from 2.4 to 2.78 in the unit occupancy in the last census and the potential increase in the total population of Leixlip during the period of this plan. The submission states new connections may be assigned on a *'first come, first served'* basis until any necessary capital works are completed. IW will then assess and review the local network to develop solutions/options for development proposals. The submission notes that this is acknowledged in the Sustainable Planning and Infrastructural Assessment of the Draft Plan.

The submission draws the Council's attention to a number of pipelines traversing and adjacent to some of the proposed sites for development. IW request engagement at design stage to ensure no conflicts with IW infrastructure and that adequate protection and access to existing infrastructure is maintained at all times. In addition, at the planning application stage any proposals to built or divert existing water or wastewater services shall be submitted to IW prior to the works commencing.

IW suggest inputting text in relation to the National Water Resource Plan (NWRP) and how it will set out how balance the supply and demand for drinking water over the short, medium and long term. The submission suggests that a paragraph on this could be inserted in Section 9.2 Water Supply and Wastewater.

Chief Executive's Response to Irish Water's Submission

The position of Irish Water regarding the connection of new developments in Leixlip to water and wastewater services is noted.

The number of IW pipelines traversing and adjacent to some of the proposed development sites in Leixlip are noted and while efforts were made in the various Key Development Areas (KDAs) and within the Confey Urban Design Framework to avoid such infrastructure these design frameworks are indicative in nature and may be subject to change at development management stage. The central purpose of KDAs is to assist the different parties involved in the planning process and the preparation of more detailed urban analysis will be required as part of the development process. The role of the Urban Design Framework for Confey is to inform the production of a comprehensive and detailed masterplan for the lands.

The involvement and advice of Irish Water as having an integral part in the development management process is acknowledged.

Additional text on the National Water Resources Plan (NWRP) to be inserted (see below).

Chief Executive's Recommendation

Proposed Material Alteration

Insert the following text as second paragraph in Section 9.2 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.

3.8 Environmental Protection Agency

Main Issues Raised

The Environmental Protection Agency (EPA) outlines a number of items that should be contained in an SEA Environmental Report. A guidance document titled SEA of Local Authority Land Use Plans – EPA Recommendations and Resources was also submitted as

part of the submission. The submission was also accompanied by a letter (dated 11th February 2019) responding to the SEA Scoping Report for the proposed Draft Leixlip Local Area Plan.

Chief Executive's Response to the EPA's Submission

The EPA's submission has been reviewed and no changes to the Strategic Environmental Assessment (SEA) are required.

Chief Executive's Recommendation

No change recommended.

3.9 Health and Safety Authority

Main Issues Raised

The Health and Safety Authority (HSA) state that its approach to land-use planning is set out in the document '*Policy & Approach of the Health and Safety Authority to COMAH Risk-based Land-use Planning*' and that this document should be consulted to fully understand the advice given in the letter, as follows;

The document would expect the planning guidelines to contain:

1. An indication of planning policy in relation to major accident hazard sites notified under the regulations, which reflects the intentions of Article 13 of the Directive 2012/18/EU.
2. The consultation distances and generic advice, where applicable, supplied by the Authority to the County Council in relation to such site. These distances to be indicated on various maps included in the plan, as well as more specific distances and advice supplied by the HSA Authority.
3. A policy on the siting of new major hazard establishments, taking account of Article 13 and the published policy of the HSA Authority in relation to new developments, including developments in the vicinity of such establishments.

The submission notes that Intel Ireland Limited, Collinstown Industrial Park, Leixlip, Co. Kildare is a COMAH establishment.

Chief Executive's Response to the HSA's Submission

It should be noted that development management standards are generally outside the remit of a local area plan being provided for within a County Development Plan. In this regard, the Kildare County Development Plan 2017-2023 (Section 17.12) sets out guidelines pertaining to development within or in proximity to Seveso sites.

Section 6.2.1 of the Draft LAP acknowledges Intel's status as a Seveso site and states that all future development proposals in the Collinstown area will be required to take full account of this designation. This is also reflected in proposed material alteration which requires the preparation of an overall masterplan for the lands at Collinstown (See section 4.12 of this report). Furthermore, Objectives EDT1.4 and 1.5(a) and (d) stipulate that developments within or in the vicinity of the Intel Seveso site must comply with the major accidents directive (Seveso III Directive 2012/18/EU) and the advice of the HSA.

The CDP will be reviewed or varied in line with the recently adopted Regional Economic and Spatial Strategy (RSES) [See proposed Material Alteration no. 3 PC1.1] and as such the HSA are advised that this would be the opportunity to provide the Council with any expanded standards for inclusion within the County Development Plan for proposals in proximity to Seveso sites.

Chief Executive's Recommendation

No change recommended.

3.10 Fingal County Council

Main Issues Raised

Fingal County Council (FCC) recognises and welcomes the broad range of issues outlined in the Plan and is fully committed to contributing to the future sustainable development of the plan area and supports the overall strategy for the LAP.

The submission recognises the important role that Kildare County Council and FCC play in the Regional Spatial and Economic Strategy (RSES) for the region and notes that the RSES includes a strategic plan for the Metropolitan Area Strategic Plan (MASP) for the Dublin Metropolitan Area (DMA) within which Leixlip is located. The submission references the RSES which has identified Leixlip as being within a '*Strategic Development Corridor*', which will play a contributory role in supporting future residential and employment services for the DMA.

The submission notes that the LAP area is located immediately to the west of a significant tract of land within the administrative area of Fingal County Council. In this regard reference is placed on Black Avenue KDA which directly abuts Fingal County Council land at St. Catherine's Park. It notes that these lands were previously designated as an area of '*open space and amenity use*' in the Leixlip 2017-2023 LAP.

The submission goes on to state that while FCC is not opposed to residential development at this location they '*request that sufficient quality open space is provided within the new residential area*'. It also requests that an objective be included within Section 12.5 of the LAP to ensure that a sensitive buffer zone be incorporated into any development proposals for this area to ensure that the amenity and character of St. Catherine's Park is maintained in the future. The text of this objective is outlined as follows:

'Any planning application for the development of lands at Black Avenue KDA shall be accompanied by a Landscape Impact Assessment which takes into consideration the site's proximity to the parkland setting and landscape character of the adjoining lands at St. Catherine's Park'

FCC notes Objective MT3.5 of the Draft Plan to require road improvements for the new neighbourhood at Confey and supports the provision regarding the realignment and improvement of the R149 between L1015 (Kellystown Lane) and the Fingal County Boundary.

The submission notes Objective OS1.4 to co-operate with key stakeholders including landowners in the development (where appropriate) of the Rye River and River Liffey

Corridors, Royal Canal and other areas within Leixlip for recreational purposes including working with the ESB (reservoir at Backweston), Waterways Ireland (Royal Canal) and with FCC to pursue the creation of a Liffey Valley Regional Park. FCC states that it supports the creation of such a park with Kildare County Council and South Dublin County Council and has an objective (Objective NH47) in its own County Development Plan to pursue this aim.

Chief Executive's Response to Fingal County Council's Submission

The submission of Fingal County Council has been noted.

Chief Executive's Recommendation

In regard to the issues raised by Fingal County Council relating Black Avenue KDA it is consider that these are addressed in Section 12 of this report.

4 Summary of Submissions/Observations Themed by Section of Draft LAP and Chief Executive's Response

4.1 Section 1 – Introduction

Main Issues Raised

1.5 Approach in formulating the Plan

A large number of submissions, including those submissions on the Black Avenue Key Development Area, Celbridge Road East Key Development Area and the Local Area Plan (see Submissions 54a, 54b and 50a respectively at Appendix 1) note the Ministerial Direction dated 6th March 2018 which states that the revised LAP should be prepared within 6 months of the date of the Direction. As the revised draft was published after this date, the submissions suggest the plan is 'ultra vires'.

A number of submissions, including the submissions which relate to the Confey Urban Design Framework (see Submission 50b at Appendix 1) state that the LAP fails to provide masterplans. The development of the Confey area should include a masterplan, rather than just a design framework, as per the requirements of the Ministerial Direction.

One submission states that given the scale and proximity of the developments at The Wonderful Barn and Celbridge Road East, a masterplan process should have formed part of the plan, in a similar manner to the Confey Urban Design Framework.

A number of submissions state that no ecological assessment, or insufficient ecological assessments, of the draft plan have been carried out.

Chief Executive's Response

1.5 Approach in formulating the Plan

It is accepted that the revised draft LAP was published after the initial date set out in the aforementioned Ministerial Direction. However, given the content of the Ministerial Direction and the extent of evidence based research and studies required to address the issues raised, it was not feasible to produce a revised and comprehensive draft LAP within the timeframe set out and the current draft (which is accompanied by a Sustainable Planning & Infrastructure Assessment, a Strategic Transport Assessment and a Social Infrastructure Audit) was published at the earliest possible date following the completion of these studies. It should be noted that the legislative timelines for the preparation of LAPs have been achieved to date.

A number of submissions refer to the failure to provide a 'masterplan' for Confey and masterplanning for the development of the town overall, as required by the Ministerial Direction. The Ministerial Direction required "the phasing of new development in tandem with the delivery of required infrastructure that should be determined through a detailed infrastructural assessment and master planning process for significant new housing development areas." The draft LAP provides a detailed 'Urban Design Framework' for the development of the Confey area, and includes detailed urban design principles for each of the 'Key Development Areas'. A detailed Sustainable Planning and Infrastructural Assessment has been developed to underpin and inform the location of significant new

housing development areas and in this respect, it is considered that the draft LAP addresses the requirements of the Ministerial Direction. No change recommended.

As outlined at Sections 1.2 and 1.3 of the draft LAP, a Strategic Environmental Assessment and a full Appropriate Assessment were carried out as part of the plan. The mitigation measures identified as part of the SEA and AA have been transposed from the Environmental Report into the Plan. No change recommended.

Chief Executive's Recommendation

No changes recommended.

4.2 Section 2 – Leixlip in Context

Main Issues Raised

2.1 Historical Development

A number of submissions acknowledge the identification of Leixlip within the 'Strategic Development Corridor' set out in the RSES.

A number of submissions, which relate to the Celbridge Road East Key Development Area highlight that the Castle Demesne area represents the huge efforts by Desmond Guinness to protect the heritage of Leixlip, and also the number of protected structures within Leixlip.

One submission makes the point that Leixlip is a village, not a town and it should be planned for as such with further submissions suggesting that the proposals will amount to the creation of a dormitory town.

2.2 Spatial Planning Context

A number of submissions highlight the need to review the County Development Plan as a consequential requirement of the adoption of the National Planning Framework and Eastern Midland Regional Spatial and Economic Strategy [RSES] and query the wisdom of adopting a local area plan which may need to be revised as a result of the review of the County Development Plan.

Chief Executive's Response

2.1 Historical Development

Comments in relation to the protection of the Castle Demesne area are noted, and the development of the Celbridge Road East Key Development Area is addressed specifically at Section 4.12 of this report.

The submission in relation to the village-type character of Leixlip is noted. The draft Leixlip LAP sets out to ensure that that the historic character, integrity and vibrancy of the town centre are maintained whilst supporting growth in line with the strategic objectives for Leixlip set out in the NPF, RSES and County Development Plan.

2.2 Spatial Planning Context

The draft Leixlip Local Area Plan has been developed in accordance with the requirements of Section 20 of the Planning and Development Act 2000 (as amended) and the Ministerial Direction dated 6th March 2018. The comments in relation to the requirement to review the

Leixlip LAP after the review of the County Development Plan are noted and an objective to review the plan is recommended. It should also be noted that Proposed Material Alteration No. 3 recommends the insertion of a new objective to address the requirement to review the LAP following the impending review/variation of the County Development Plan.

Chief Executive's Recommendation

No further changes recommended.

4.3 Section 3 – Vision for Leixlip

Main Issues Raised

3.1 Strategic Vision

A number of submissions express the concern that the extent of development and growth planned for Leixlip is unsustainable. Submissions also reference the fact that Leixlip is being viewed in isolation and not a place which shares road networks, public transport, infrastructure etc. with nearby towns of Lucan, Celbridge and Maynooth which are also experiencing pressure for growth.

3.2 Delivering the Strategic Vision

Many submissions state that the Core Strategy and the development of the Key Development Areas are contrary to Strategic Objective S6 which states that future growth will be phased in line with the delivery of infrastructure.

A number of submissions express the concern that Leixlip is already deficient in terms of the provision of physical, social and amenity infrastructure to support existing communities and further development will place even greater pressures on services, without which the aspirations for future growth of Leixlip cannot be realised.

A large number of submissions also state that the draft Leixlip LAP is contrary to Strategic Objective S8 which seeks to *'protect, enhance, create and connect natural heritage, high amenity area and other green spaces throughout Leixlip for both biodiversity and recreational use.'*

A number of submissions highlight the architectural and cultural heritage of Leixlip and request that measures are included within the plan to enhance the tourism offer of Leixlip based upon the architectural and cultural heritage of Leixlip.

A large number of submissions state that there should be a specific objective for the protection of St. Catherine's Park.

A number of submissions highlight the fact they support housing development being provided but it must be provided in the right places.

Chief Executive's Response

3.1 Strategic Vision

Proposed Material Alteration No. 3 recommends the insertion of a new objective to address the requirement to review the LAP following the impending review/variation of the County Development Plan.

Strategic Objective 1 of Section 3.2 of the Draft LAP states that it shall be an objective of the plan to accommodate housing growth in Leixlip in accordance with the Kildare County Development Plan Core Strategy. It is proposed to amend this to include and any variation or review of same.

The draft Leixlip Local Area Plan has been developed with reference to its surrounding context, its strategic location within the Dublin Metropolitan Area Strategic Plan and its proximity to neighbouring towns of Lucan, Celbridge and Maynooth. The plan is underpinned by strategic assessments which consider the environmental, landscape, transport, economic and social impacts of the proposed growth of the town, and as such, due consideration has been given to Leixlip's strategic location and surrounding context.

3.2 Delivering the Strategic Vision

The plan sets out detailed considerations for the delivery of infrastructure and how this can be phased with the delivery of new development within the Sustainable Planning and Infrastructural Assessment. The plan details at which phases infrastructure would be delivered, the responsibility for delivery and seeks to close any existing infrastructural deficiencies through public and private capital investment. Applicants for multi-unit developments are advised to consult with Irish Water regarding available capacity prior to applying for planning permission. It should be noted that Irish Water in its submission to this plan advise that new connections may be assigned on a 'first come, first served' basis until any necessary capital works are completed. IW will then assess and review the local network to develop solutions/options for development proposals

The plan has been subject to a Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment to ensure the proposals would not adversely affect the environment, natural amenities, biodiversity and ecology in the area and the recommendations and mitigations suggested have been included within the draft. As such, the plan will have a net neutral or positive effect on the environment, biodiversity and ecology.

The plan includes specific policies that relate to tourism and heritage tourism at section 6.4 and policy EDT3.

The issues around the protection of St Catherine's Park are addressed in Section 4.11 of this report.

Chief Executive's Recommendation

Proposed Material Alteration

Amend S1 of Section 3.2 as follows;

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

4.4 Section 4 – Core Strategy

Main Issues Raised

4.2 Residential Capacity

Several submissions query the extent of land that is being zoned for residential development as part of the Plan, and how the quantum of land required has been calculated. A number of submissions also query the residential capacity of Leixlip, the infrastructural impact of new housing, and why 3,315 housing units have been allocated for development within Leixlip.

A number of submissions received highlight the physical, administrative, infrastructural and topographical constraints of Leixlip i.e. the M4 motorway, the Liffey and Rye Water rivers, the Royal Canal, St. Catherine's Park, the steeply sloping nature of the land around Leixlip in the Liffey valley and the proximity of the boundaries with Fingal, Meath and South Dublin. The submissions question whether the housing targets for the town, coupled with the proximity of the town to Celbridge and Maynooth are compatible with these numerous physical, topographical, transport infrastructure and administrative constraints.

Several submissions state that the Celbridge Road Key Development Area should be removed as it was not in the final adopted version of the previous Leixlip Local Area Plan 2017-2023, citing concerns around traffic, the impact on the Castle Demesne and architectural heritage, residential amenities and the land levels on the site.

Several submissions express concern with the inclusion of the Confey lands within the Leixlip LAP, principally around concerns of traffic, the development of land on the other side of the railway and the precedent impact this would have, and moving Confey GAA from its existing location.

A number of submissions express the concern that the development of the Black Avenue KDA is inappropriate because of its proximity to St Catherine's Park, potential anti-social behaviour, traffic concerns and the absence of demand for housing in this location.

A number of submissions also consider that the Leixlip LAP conflicts with the National Planning Framework as it places an over-reliance on 'greenfield' land, rather than 'brownfield' or 'infill' development.

4.4 Economic, Retail, and Social Infrastructural Capacity

Some submissions state that there is an inconsistency in the description of the land uses at Collinstown, described as 'business' in part of the plan and 'business and technology' in other parts of the plan. With respect to Collinstown, a number of submissions state that this should be mixed use area, including residential uses, rather than solely for business/commercial purposes.

Chief Executive's Response

4.2 Residential Capacity

The housing allocation for Leixlip of 3,315 new housing units, has been informed by the Core Strategy of the Kildare County Development Plan 2017-2023. Though it is acknowledged in the draft Leixlip LAP that there are a number of constraints on the growth of the town, the

scale of appropriate projected growth for the town has been assessed at a county-wide strategic level with the coming into effect of the County Development Plan. The scale of growth projected within the LAP reflects that set out within the County Development Plan. Notwithstanding this, it is acknowledged that following the adoption of the RSES and the forthcoming review of the County Development Plan, the scale of growth for Leixlip should be reassessed and the Leixlip LAP amended to reflect any such amendments and this is reflected in proposed material alteration no. 3.

In terms of the quantum of land that has been allocated for 'New Residential' zoning, section 4.2 of the draft Leixlip LAP sets out how the quantum of land required has been derived with reference to housing vacancy levels, household size and residential densities. Residential densities are an estimate only and final appropriate densities will be determined at detailed design stage.

Detailed responses in relation to the development of the Key Development Areas and Confey are provided for in Section 4.12 of this report.

It is acknowledged that the figure for infill and brownfield development within the plan area is below the NPF target of 30% as surveys of the town showed limited opportunity for brownfield/infill development. However, the remaining land zoned for '*New Residential*' development is zoned in a sequential fashion, with lands zoned at locations which are contiguous to existing development, the town core and public transport as required by the Ministerial Direction.

4.4 Economic, Retail, and Social Infrastructural Capacity

The Collinstown area is interchangeably referred to in the plan as 'Business Campus with Business and Technology', 'Collinstown Business Campus' and 'enterprise and employment campus'. These phrases are considered to be compatible as technology forms part of the business use. The land use zoning objective for the Collinstown lands is unambiguous in setting out the land uses envisaged for this area. Nonetheless, to avoid any ambiguity or confusion, it is recommended that the Collinstown area is referred to as the '*Collinstown Business Campus*' throughout the draft plan.

The residential capacity of all potential residential sites within Leixlip was assessed as part of the Sustainable Planning and Infrastructural Assessment. The SPIA sets out a methodology and categorisation of sites at Section 5.1 of the SPIA. Within this assessment, the lands at Collinstown cannot support residential development at this time, given the infrastructural deficit of the land and its location peripheral to the town core. The lands are identified as Tier 3 and therefore, in accordance with the criteria set out at Appendix 3 of the National Planning Framework, should not be zoned for residential development.

Chief Executive's Recommendation

Proposed Material Alteration

Amend all references to land zoned at Collinstown to '*Collinstown Business Campus*'.

4.5 Section 5 – Urban Centre and Retailing

Main Issues Raised

Town Centre

Leixlip Town Centre has been referred to as 'in decline', 'dying on its feet', 'needs rejuvenation', 'in a terrible state', 'deteriorating', 'in disrepair and is in desperate need of locally run stores' and also one submission states that it 'only has pubs and bookies'. Many submissions reference vacant properties on the Main Street. Heavy traffic has been cited in one submission as a reason for the decline in the village and several submissions refer to the lack of parking as an issue.

A number of submissions state measures need to be introduced for urban regeneration. Dealing with the owners of the many derelict buildings and incentivising people to take over the ever increasing empty retail spaces would rejuvenate Leixlip. Others state that a previous policy (Policy UCR6) concerning undesirable uses be inserted back into the Plan.

It has been suggested in the submissions that there is a need to reinforce the town as a visible retail centre and at night-time as an attractive setting like Maynooth. However, many submissions are highly critical of the concept of a night-time economy stating that Leixlip is not Temple Bar. One submission suggests that measures should be put in place for business to be encouraged to open, to allow and encourage shop local attitude. One submission recommends that a focused study to help the town centre is required. Another submission states they would love to see a vibrant, busy town centre with bars, cafés and shops similar to other villages such as Maynooth and Lucan.

Concern is also raised in relation to additional retail away from the town centre and the impact it will have on an already declining town centre.

Car Parking

The issue of car parking in the town centre has been made in multiple submissions; in terms of the lack of spaces and the need to provide more. It has been stated that the lack of adequate parking continues to undermine and hamper Leixlip and needs to be addressed. One submission states that all day free parking on the weekend clogs up the car parks, many of whose car owners leave the town by public transport to the city centre. There is limited on-street parking on the Main Street so public car parking spaces need to be provided. Reference is made to the Aldi car park being used by those who wish to get additional shopping in the town centre.

It is stated that additional parking will assist with town rejuvenation and on the other hand one submission states that town needs traffic calming measures. Another submission states there is contradiction stating that "limited parking and congestion are issues that deter the town centre from maximising its potential' compared to Objective UCR1.4 to improve accessibility for pedestrians and cyclists.

Other submissions are concerned over the intention to make Arthur Guinness Square a pedestrian walkway which would remove one of the few car parks in the village. Increasing pedestrian access to Arthur Guinness Square will only deplete the village's inadequate parking areas making it less attractive for tourists to stop and enjoy Leixlip.

In relation to the Main Street Backlands there are also diverse views in relation to Car parking, it is noted that some state that the car parking improvements are welcome.

It is also stated that parking should also be considered for those with disabilities and young children, and pathways should be made more accessible for wheelchair users. Removal of bins, narrow pathways and other obstacles block wheelchair users' way should be given further consideration.

An error in the Draft LAP (Chapter 8) has been highlighted where it is stated that the main car park in the town centre is Abbey St. where it should be Arthur Guinness Square.

Public Realm Improvements

The public realm improvements proposed have received a favourable response by many submissions. One submission is concerned over the developer-led nature while another suggests that the Boardwalk should be a prime focus while the reinstatement of original weir along the Liffey to improve the visual amenities along this stretch of the River is also suggested.

In relation to Ralph's Square it has been stated that the removal of parking and resurfacing the square with a natural stone or paving is in direct opposition to Objective UCR1.1 which involves reinforcing the commercial activity presently operating in Leixlip town centre.

One submission suggests that the Main Street Regeneration proposal will only serve to worsen traffic congestion. It is also stated that the former ESB site on Main Street is an eyesore and should be addressed.

North Main Street Backlands Regeneration

The submissions contain varied views in relation to Main Street Backlands Regeneration. Submission No. 8 supports the objective for a mix of residential/retail and commercial uses in this area. Some submissions suggest that the subject area should incorporate several restaurants and café/bars that are child friendly. However, several submissions suggest that the subject lands should provide a primary care centre and locate some homes for the elderly.

Concerns have been raised over the design framework, that it will be over developer-led, that insufficient detail has been provided to make a decent observations, that the new civil space will be taking the heart from the main town. One submission is concerned over the replacement of existing houses and neighbours with retail units for a new main street, is worrying for local residents in terms of their own homes, that it sends a message of new development over existing community and local needs.

One submission questions that given the closure rate of small businesses in Leixlip Town Centre that are not involved in the supplying alcohol, fast food or bookmaking, would there be a high uptake on retail units off the Main Street with little to no visibility to passers-by or indirect footfall custom and that a more appropriate use could therefore be found for the subject site.

The creation of a new street in the town is criticised and stated as being unnecessary given that parts of the Mains Street are in a state of dereliction. Another submission states that the proposal of additional retail units to remove business from the Main Street and River Forest is poorly considered and would affect local workers and make it harder for businesses to survive. It has been suggested that a cinema, theatre, or something that would contribute to the amenity value of that area would make more sense as Leixlip has an oversupply of empty small retail units. One submission asks the Kildare County Council address the current over-supply of empty small retail units and return to residential use.

In relation to the permeability proposed in the indicative design framework one submission requests that all proposed permeability to existing areas be put out to public consultation while another submission welcomes the permeability aspects of the Plan.

Traffic concerns have also been raised that the proposal could cause traffic problems at the junction between Main Street and Mill Street also that the Main Street Backlands area will adversely affected by traffic coming down the hill and using it as a slip road to avoid the congestion at the lights at the bottom of the hill.

Shopfronts and Advertising

It has been suggested that measures be put in place to encourage owners of premises on Main Street to use the Irish Language when re-doing their Shopfronts.

One submission requests that Objective UCR1.4 be amended stating '*to encourage and facilitate funding for access improvements to businesses in town centre where an eligible application to made to Kildare County Council via the Shop Front Scheme*'. The objective currently reads '*to improve the accessibility of the town centre with particular emphasis on creating an environment that is accessible and safe for pedestrians and cyclists*'. The submission also requests that an expansion of the scheme for Shop Front Accessibility, and assist, where appropriate, with the implementation of the grant scheme.

A couple of submissions states that a common shop front policy should be applied and state the Council should insist on a common colours to give town centre a unified feel.

Retailing

Concern has been raised that the Draft LAP does not provide sufficient zoned land for retailing growth. One submission states that the proposals in the Draft Plan seem to consist of infilling in the town centre and then the creation of a retail centre in Confey and a neighbourhood centre in Collinstown Business Campus, both over 2km from the town centre. One submission state that Leixlip does not have an adequately sized modern convenience foodstore sufficient to provide for the weekly convenience shopping needs of the existing 15,000 residents of Leixlip, that 10,000sqm of convenience retail floor area in the Leixlip LAP is required to fulfil its role in the County Retail Hierarchy.

One submission questions the status of Leixlip in the Retail Hierarchy and refers to various parts of the County Development Plan 2017-2023 which provides for the contradiction.

In relation to the neighbourhood centres at Collinstown and Confey it is stated that the neighbourhood expansion will not address the deficit in retail floorspace. It is stated that objectives and policies for town centre retail in Leixlip have existed for decades but have delivered no new retail facilities other than Aldi. Leixlip Town Centre simply cannot provide sufficient retail floor area to meet the growing needs of its residents.

It is stated that the Draft LAP ignores the views expressed in the Kildare County Development Plan regarding the limited opportunity for retail development in Leixlip Town Centre that the Draft LAP proposes a combination of redevelopment of appropriate infill and opportunity sites in the town centre.

Chief Executive's Response

Town Centre

Submissions expressing concerns with the town centre are noted. The Draft LAP proposes a number of measures seeking to improve and enhance the town centre such as the Town Centre Regeneration concepts and the design framework for the Main Street Backlands along with Public Realm Improvements. The town centre designation as Regeneration Land (Ref: Map 4) will enable the Council to apply the provisions of the Urban Regeneration and Housing Act 2015 (as amended) in terms of the application of the vacant site levy on various sites which are in a ruinous or neglected condition. In relation to incentivising people to take over the empty retail spaces it is not within the remit of a land use plan to provide incentives however the Council provides for a reduction of 33% in Development Contributions for town centre sites in Leixlip.

The LAP supports the reuse of existing buildings for appropriate uses should such proposals emerge, and the overall policies and objectives of the Plan aim to improve the public realm and permeability, making the town centre a more pleasant physical environment to entice business and customers back to the Main Street. The request to insert an objective concerning undesirable uses is noted and will be proposed to be included in the LAP.

In order to support the regeneration of the town centre the Council is in the process of engaging consultants to prepare a Town Renewal Plan (TRP). This will comprise of a Health Check and Urban Design Analysis, perception analysis and an audit of assets and opportunities. The outcome will be an overview of Health Check/Urban Design Analysis, a detailed masterplan and a Public Realm Design Strategy including specifications/palette of materials. It is therefore recommended to include additional objectives in the LAP to support the outcome and proposals of the TRP.

The comments in relation to a vibrant town centre and the mix of uses are noted. The Town Centre zoning permits in principle a wide range of uses such as a retail, residential, hotel, restaurant, and pubs. Objective UCR1.2 states that it is the objective of the Council to promote an appropriate mix of day and night-time uses. The many concerns in relation to the night-time economy are also noted however, no development will be permitted which has an unacceptable impact on the amenity of the surrounding area.

The concerns are noted in relation to retail moving away from the town centre. However, the County Development Plan 2017-2023 has designated the Core Retail Area for Leixlip, and the overarching aim of retail planning policy is to protect and develop the vitality and the vibrancy of the town centre's Core Retail Area. In accordance with national policy, the primacy of the town centre will be protected by ensuring that any retail developments at edge-of-centre sites or at locations on the periphery of the town be subject to the necessary appropriate assessments such as the Sequential Test and Retail Impact Assessment. The designated neighbourhood centres have a limited retail function and are intended to serve the neighbourhood in which it is located, of a local catchment population.

The Draft LAP notes that Leixlip provides a relatively low level of convenience and comparison retailing compared to the existing population. However, the Draft LAP does attribute this to the town's restricted Main Street alongside its close proximity to retail centres in Maynooth, Liffey Valley and Blanchardstown. The active land management of the town centre through the application of the Vacant Site Levy in tandem with the proposed Town Renewal Plan will provide for the regeneration and enhancement of the town centre.

Car Parking

Concerns relating to car parking are noted. The Urban Design Framework provided in the LAP are indicative design concepts. The overall development of the area will be subject to adequate parking provision in accordance with the County Development Plan 2017-2023 parking standards. These standards include provision for parking for those with disabilities.

The proposal for Arthur Guinness Square is not to remove the parking spaces but rather promote the space for multi-use to offer a pop-up venue for gatherings whilst still operating as a car park at all other times.

The typographical error is noted in Chapter 8 in relation to reference to Abbey Square and will be amended accordingly. This amendment will be addressed in Section 6 of this report.

Public Realm Improvements

The Public Realm improvements are an indicative vision for the development of the town centre. Further detailed development of the concepts will be undertaken through the preparation of the Leixlip Town Renewal Plan. Access issues raised in the submissions will be taken into consideration during the preparation of this more detailed study. Sites that are an 'eyesore' can be addressed through the application of the Vacant Site Levy as per the provisions of the Urban Regeneration and Housing Act 2015 (as amended).

North Main Street Backlands Regeneration

Concerns in relation to the development of a New Street in the proposed Main Street Backlands area are noted. This is an indicative design framework of the area and any development of the area would be subject to the development management process where third parties will be invited to engage during the public consultation on the detailed design. Similarly, the uses proposed are an indicative list of uses. The area is zoned 'Town Centre' which Permits in Principle a myriad of different lands uses, including residential, housing for the elderly, medical consultant/health centre.

The expansion of the town centre into the Main Street Backlands is to entice more people back into the town centre by making it a more attractive environment to work, visit and do business. As previously noted, the issue of vacant premises will be addressed through the application of Vacant Site Levy as per the provisions of the Urban Regeneration and Housing Act 2015 (as amended).

Having regard to the submission concerning the change of vacant retail units to residential, it should be noted that there have been amendments to the Planning and Development Regulations 2001 (as amended) for a change of use of commercial premises to residential use. In certain cases, planning permission is not required subject to certain conditions and limitations up to the period 2021.

In relation to public consultation on permeability within the town centre, this will form part of Town Renewal Plan which will have its own public consultation process.

Shopfronts and Advertising

The Kildare County Development Plan 2017-2023 (CDP), which the LAP must adhere to, encourages the use of the Irish Language on shopfronts in County Kildare. To encourage the use of the Irish Language in communication with the Council is outside the remit of a land use plan.

The request to amend Objective UCR1.4 is noted. It is considered that the objective to improve accessibility for pedestrian and cyclists is essential in terms of a modal shift in transportation. However, the Shop Front Improvement and Accessibility grant scheme provides funding for repair and improvements to shopfronts, pedestrian access improvements, which support the Age Friendly Initiative, are also eligible works. It is recommended that an Action be included that the Council will continue to promote the Shop Front Improvement and Accessibility grant scheme.

The comments are noted in relation to a common shop front policy. Kildare County Council published the County Kildare Shopfront Guidelines which provides for a best practice approach to shopfronts. A new objective shall be inserted in to the LAP to ensure that new shop front and signage accords with this guidance.

Similarly, the proposed Town Renewal Plan will provide guidance on an appropriate palette of finishes for the town centre which will provide for a more unified approach to the town's overall appearance.

Retailing

In response to the submission regarding the lack of shopping centres in Leixlip, the town centre policy (UCR2) and retail policy objectives (UCR2.2) provide the necessary framework for opportunities of an appropriate scale which may arise through inter alia site assembly and redevelopment or adaptive reuse of existing buildings / premises. Neighbourhood centres are to serve a localised catchment and not to address a deficit in convenience and comparison retailing. The thresholds on retail units in the proposed neighbourhood centres are to protect the primacy of the town centre. Retailing in the town centre is proposed through the redevelopment of appropriate infill and opportunity sites. The development of

Aldi at Pound Street is a positive example of how such policies can expand retail provision/business in the town.

It is noted the Draft LAP identifies Leixlip as a level 3 key service centre as per the Draft Regional Spatial and Economic Strategy (RSES). The Kildare County Development Plan 2017-2023 states that the re-designation of Leixlip from Level 2 Town Centre to Level 3 is required. The Level 2 designation was identified under the Regional Retail Strategy. To ensure consistency with regional policy the Level 2 status was retained in the County Plan. However, the Regional Spatial and Economic Strategy (RSES) has designated Leixlip as Level 3 in the Retail Hierarchy for the Region, and therefore the Draft LAP complies with this designation in the recent RSES. The current County Development Plan will be varied to ensure compliance with the RSES, and the designation of various retail centres will form part of the variation.

The County Development Plan in relation to Leixlip states that *there is relatively limited potential for expansion of Leixlip Town Centre's retail offer. Accordingly, the continued enhancement and consolidation of the traditional heart of the town centre is promoted.* Compact Growth is also a National Strategic Objective of the National Planning Framework and the Draft LAP is required to be consistent with the hierarchy of plans and as such infilling and consolidation is proposed.

Chief Executive's Recommendations

Proposed Material Alteration

Insert under Section 5.1 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

Amend Action under Section 5.1.

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

Insert under Section 5.1 an additional Action.

Action: *To continue to promote the **Shop Front Improvement and Accessibility grant scheme**.*

Proposed Material Alteration

Include the following Objective in Section 5.2 Retailing.

UCR2.9 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

Include the following Objective in Section 5.2 Retailing.

UCR2.10 To ensure that new shop front and signage design contributes positively to and enhances the streetscape and is 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

Additional text under Section 5.3 to provide for a third paragraph.

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 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

Additional text under Section 5.4 on the final paragraph.

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

Insert additional text under Section 5.6 on the final paragraph.

The LAP includes a number of policy objectives for public realm improvements in Leixlip Town Centre. 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.*

Proposed Material Alteration

Section 5.4 Town Centre Public Realm

Amend the following objectives.

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.*

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.*

- 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.*
- 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.*

4.6 Section 6 – Enterprise, Economic Development and Tourism

Main Issues Raised

Enterprise and Economic Development

One submission requests that the Plan should be put on hold until there is a clearer picture on the impact that the Intel expansion will have on the area. This submission also welcomes the reference to the importance of SME growth and the plan to encourage a fully sustainable indigenous employment model that works concurrently with the FDI led Intel investment in the town.

Several submissions state that the former Hewlett Packard (HP) site should be used for housing whereas it has also been suggested to encourage the continued use and expansion of the legacy HP site for similar commercial/industrial purposes.

Tourism

Many submissions are positive in relation to objectives for tourism. However, it has also been suggested that the overall tourism potential of the town has not been fully explored. There is a wide range of suggestions to enhance the overall tourism product such as, placing leverage on the Guinness connection, extend the walk along the river, potential of the reservoir as an amenity area, link to the proposed greenway, objective on tourism in St. Catherine's Park.

Reference is also made to William Francis Roantree. It is suggested that the following objective should be contained in the Plan:

To support and encourage and promote historical linkages with William Francis Roantree Leixlip's Forgotten Fenian.

However, there are also concerns in relation to three key sites and the impact of adjacent development, for instance; the Wonderful Barn being surrounded by houses, Leixlip Castle subject to erosion of estate by houses and Leixlip Spa by a road proposal.

Several submissions relate to the potential of the Wonderful Barn. Many submissions are concerned over the absence of a full conservation plan/management plan for the site, especially in light of the recent housing development granted.

One submission states that the pedestrian link between the Wonderful Barn and Castletown House should be re-established. Another submission suggest there is great opportunity by linking the Wonderful Barn, Roman Spa, boat house etc into an integrated walking / cycling path for potential visitors. Other submissions suggest that the area needs to include a large

playground on the scale of St. Catherine's Park with an adjacent skateboard park and the provision of a picnic area. Whereas it is also suggested that the site would be an ideal location for a cultural, arts and performing centre assisting with the fulfilment of Policy EDT3.13 with regard to evening time use.

Chief Executive's Response

Enterprise and Economic Development

The comments in relation to Intel are noted however, the proposed expansion has undergone comprehensive and appropriate analysis under the development management process. The development of this site would not warrant a delay in strategic land use planning for an area.

In relation to designating the former Hewlett Packard site for housing, there is sufficient more suitable land zoned for housing to meet the housing requirement as detailed in the Core Strategy of the Kildare County Development Plan 2017-2023. The lands proposed to be zoned in the LAP are in accordance with planning principle, ministerial guidelines and the NPF.

Tourism

The suggestions for enhancing the tourism product in Leixlip in the submissions are noted. It is the policy of the Leixlip LAP under EDT3 to support and facilitate existing amenities and the development of sustainable tourism infrastructure, attractions, activities and facilities in Leixlip. The Plan is not exhaustive on the range of possibilities for expanding tourism growth in Leixlip. Applications will be assessed on their merits.

The request for an objective relating to William Francis Roantree is noted this will be addressed in relation to Chapter 10: Built Heritage and Archaeology.

The comments suggesting the lack of progress on the Wonderful Barn are noted. The Draft Plan 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 the development of a commercial/tourist activity for this important tourist destination and amenity for the residents of Leixlip. It will also address how this will link with the public open space around the complex and throughout the town. It should be noted that objectives BH 1.5 and BH1.6 also support the completion of a conservation study for the Wonderful Barn and its curtilage and provides support for the restoration of its main features and historical landscape.

The Council acknowledges the potential for connections to and from the Wonderful Barn site and Objective EDT3.2 and EDT3.8 refers.

Objective HC4.3 supports and promotes the development of cultural, arts and performance spaces in Leixlip and the zoning matrix provided for Cultural Uses/Library is Open to Consideration within the Land Use Zoning Matrix contained in Section 13.1 of the Plan for the subject lands. Objective OS1.5 also promotes the provision of a public park at the Wonderful Barn and a skatepark and picnic area are all considered appropriate ancillary

uses at this location which would be subject to a detailed design in the context of an overall conservation plan and masterplan.

Chief Executive's Recommendation

No changes recommend.

4.7 Section 7 – Housing and Communities

Main Issues Raised

Residential Development: Capacity and Delivery

A significant number of submissions express concern over the level of housing proposed and the focusing of new housing developments into 4 Key Development Areas and Confey. Several state the plan is an attempt to solve the housing crisis in Dublin and that there is no local demand for the level of houses envisaged in the Draft LAP. Many submissions highlight that the KDAs are all based on greenfield sites whereas the former Hewlett Packard lands is brownfield and development of houses at this location would be more in keeping with the objectives of the National Planning Framework regarding brownfield development. Other submissions suggest that lands at Collinstown should be developed for new housing instead.

Residential Density, Mix and Design

Numerous submissions state that the increase in the density of dwellings per hectare from 30 units per hectare (uph) in the 2017-2023 LAP to 35 uph in the draft LAP is unjustified. Some submissions state this will be at the lowest end of the scale and developers will try an increase this where possible and could lead to the doubling of the population as projected in the plan. The case of the Wonderful Barn KDA has been cited in several submissions where it is stated that the number of units that was granted was higher than what was envisaged in the 2017-2023 LAP. Reference is also made to problems arising to the development of apartments and higher density developments (anti-social behaviour and poorly maintained common areas). Many submissions make reference to lack of the provision of social and affordable housing in the Plan.

A number of submissions refer to the previous Draft Leixlip LAP 2017-2023 included an objective (HC02.4) "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". It is also stated that this objective has been excluded from the Draft LAP and a new objective inserted (HC2.3) relating to the provision of Traveller Specific Accommodation. It is suggested that policy (HC02.4 - Draft Leixlip LAP 2017-2023) is included on the Draft Leixlip LAP 2020-2026 instead of objective (HC2.3), as Objective HCO2.4 of the Draft 2017 LAP is inclusive of all sectors of society with regard to social housing requirement rather than specifically highlighting the traveller community as they also are accommodated under HCO2.4.

Housing for Older People

Several submissions received relate to housing for older people in Leixlip. One submission notes that the plan should have made provision for a second retirement home in the town.

The same submission also questions why Policy Section HC2 contains no provision for housing for the elderly in Leixlip. Other submissions relate to the need to provide age-friendly and adaptable housing solutions in the town to accommodate the needs of older people within their community and that housing should be provided proximate to the town centre.

Social Infrastructure Assessment

A number of submissions make reference to the Social Infrastructure Assessment (SIA) carried out with reference being made by many to the deficiencies in social infrastructure identified in the SIA. A number of submissions refer to the fact that the responses in the public questionnaire regarding their use of arts & culture facilities were hugely disappointing, as it doesn't reflect the reality.

Community Facilities

A significant number of submissions raise concerns that the plan places a greater emphasis on the provision of housing than social infrastructure such as recreational facilities, schools, parks, playgrounds areas, etc. It is suggested that the provision of community facilities should occur before any increase in housing is allowed in order to prevent anti-social behaviour arising. Reference is made to the identification of land for specific purposes, including an extension to existing community facilities. One submission states that stronger reference needs to be made to the Leixlip Amenities Centre and the positive influence it has on the town. Reference is made to the need for facilities for children who are not sporty and the provision for amenities for teenagers. Various submissions note that childcare facilities such as crèches and after school clubs need to be provided.

Education and Training

A number of submissions have been made in relation to the provision of primary and secondary schools in the town. A key issue that has been raised concerns the delivery of extra school places in light of the anticipated population growth outlined in the Draft Plan. One submission states that the inclusion of two primary schools and one post-primary school to meet this need is wholly inadequate and the submission requests that development should be limited in scale until sufficient educational capacity is made available. Reference is made to Section 7.4.1 of the Draft Plan which acknowledges that that both secondary schools are currently operating at almost full capacity.

As a response to the increase in population and pupil numbers one submission suggests that Scoil San Carlo National School becomes an infant school; Confey Community College becomes the primary school and the building of a new Secondary school which would service the educational requirements of the additional teenagers and adult education improvement projects.

On the issue of primary schools, reference has been made to the requirement of a school in the Leixlip West area. In this regard a number of submissions state that the plan has not identified a site for the school. One submission states that given the level of development already underway in Leixlip West it would have been assumed that the Sustainable Planning and Infrastructural Assessment would have provided a location for the school and that this location needs to be updated before the Draft LAP is finalised.

One submission states that there is a lack of an Educate Together School in the town, however another submission states that the new Educate Together school will open its doors in September 2019 and as of yet, no site has been designated for the permanent site of this school.

Many submissions outline concerns in relation to the impact of a new school as a current school had to amalgamate some classes as there were not enough pupils.

A number of submissions refer to Policy HC3 and state that this needs to be updated to reflect the requirement of two primary schools and a secondary school as identified in the Social Infrastructure assessment report.

Childcare

Submissions note that the provision of childcare is also reaching capacity in Leixlip and that any future planning permission granted should have planning condition included to have such facilities developed alongside.

A number of submissions argue that the Draft LAP aim to provide a minimum of 20 childcare places is insufficient and ludicrous and given the projected population increase.

Health

Numerous submissions question if consideration has been given on the impact on local health services arising from the planned expansion of the town. Other submissions express concerns that any increase in population, without provision for additional services would negatively impact on an already congested health system and have far-reaching social implications for the community.

Many submissions state that the requirement for a Primary Health Care facility is crucial. Reference is made to the need for the plan to designate a suitable site. In relation to a primary care centre several submissions state that such a facility is urgently required in the Town and should be one that provides a range of diagnostic and treatment services including dental services.

Several submissions make reference to the proposed location of such a facility in Collinstown and state that it is not suitable to the young, old and infirm and without transport connections and that a location central to the town and on a public transport route is critical.

An Garda Síochána

A number of submissions note expansion of the numbers of An Garda Síochána is essential prior to the delivery of the residential development anticipated in the plan.

Theatre / Performance Space / Arts Centre

A significant number of submissions referred to the need for a theatre or performance centre/ arts centre in the town. In this regard Submission 38 states that it has been

submitted on behalf of 24 Arts and cultural organisations/stakeholders in the town. This submission notes that showcasing Leixlip's talent is always a challenge being subject to the availability of venues like GAA halls, pubs and schools, none of which are purpose built. The submission argues that a theatre/ multi-purpose Arts Centre is needed to serve the needs of all the performing, cultural & visual arts groups listed in this submission. Various submissions propose that the Wonderful Barn be the location for such a venue.

Reference is made to Objective HC4.3 requesting that it needs to be amended to include *"To support and facilitate the provision of a cultural, arts and performing centre in Leixlip"* rather than the current proposed objective which is *"to support and promote the development of cultural, arts and performance spaces in Leixlip"*.

Cinema

Many submissions refer to the fact that there is no cinema in Leixlip meaning that additional traffic is generated to Liffey Valley and other locations to access this amenity.

Swimming Pool

A significant number of submissions have referenced an objective to provide for a swimming pool in the town and note that such a facility does not appear on the list of Recommendations (7.4.3). Reference is also made to Objective HC4.1 and its lack of reference to a swimming pool. One submission includes a petition with 1,696 signatures with a request that an objective for a swimming pool to be included in the LAP. Numerous other submissions also request such an objective to be included in the plan.

Many submissions state that a town the size of Leixlip and its position within the Dublin Metropolitan Area requires such an amenity. Numerous submissions refer to the fact that following an in-depth public consultation exercise a number of years ago Leixlip Amenity Centre was selected as a preferred site for a swimming pool and express disappointment that Maynooth has recently been identified as the location for a new pool. Reference is made to the fact that whilst funding has been provided for a swimming pool in Maynooth, this in no way stops a pool being developed in Leixlip at some future point.

Faith (Confey Cemetery expansion and cemetery capacity issues)

A number of submissions refer to the issue of the proposed expansion of Confey Cemetery in light of the recent flooding episodes experienced there. Issues relating to the lack of capacity at Confey Cemetery were also raised.

Outdoor sports and recreational facilities

Several submissions outline issues of existing capacity in terms of playing pitches and facilities. A number of submissions state that voluntary and sports clubs and organisations should be assessed / consulted as to their requirements for additional facilities/lands to accommodate the growth predicted for Leixlip. One submission suggests that playing fields for local clubs could be designated within the lands at Wonderful Barn. A submission from a local club outlines capacity issues that it is currently experiencing and states that the use of the present facilities on the former HP lands may not be available in the future.

Equipped Play Spaces

It is noted in some submissions that the current playground at Leixlip Amenities is small (compared to the playground in Maynooth) and needs to be enhanced. Other submissions highlight the lack of playground facilities within the town generally. One submission states that the playground in St. Catherine's Park needs to be extended. Reference is also made how children will get to play facilities without cars and this needs to be resolved. Further reference is made to the need for a skate park and a designated graffiti space to younger people.

Chief Executive's Response

Residential Development: Capacity and Delivery

As noted in Section 3.4 of this report, the plan is required by legislation to adhere to the provisions of the core strategy for the County as outlined in the Kildare County Development Plan. The strategy allocates 10.2% (or 3,315 housing units) of Kildare's housing growth to the town. It should also be noted that Leixlip was designated a rent pressure zone in January 2017. Furthermore as noted in Section 4.2 of the Draft Plan, according to a survey carried out by the Kildare County Council (March 2019), only 148 units have been completed in the town since the 2016 Census. Therefore, both the need for housing and the current lack of housing supply in the town is clearly evident.

It is acknowledged that the town, due to its developmental history and physical constraints of the motorway and canal does not have a large amount brownfield to accommodate the residential development required. The Draft Plan proposes that a number of KDAs (at Celbridge Road East, the Wonderful Barn and Leixlip Gate) and the masterplan lands at Confey will be the focus of residential development during this plan period. These sites were identified at appropriate locations having '*regard to the principles of compact growth, the potential for development, existing patterns of development and potential for connectivity*'. It is noted that the NTA in its submission state that the zoning of identified KDA lands, and the lands at Confey '*generally reflect the core principles of integrated land use and transport planning*' (see Section 3.2 of this report).

Residential Density, Mix and Design

The submissions concerning the increase in the units per hectare (uph) in the plan to 35 uph in each KDA and in some areas of Confey are noted. In relation to the densities proposed, it is considered that the Draft LAP applies density bands, which are recommended in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009, and government policy generally for towns within the metropolitan area of Dublin and are subject to high quality urban design being provided appropriately within the identified KDAs. No change recommended.

It should be noted that the application for residential development within the Wonderful Barn KDA was granted permission by An Bord Pleanála as part of the Strategic Housing Development (SHD) process. This process provides for planning applications for residential development of 100 units or more to be considered directly by the An Bord Pleanála rather than the Local Authority.

Submissions in relation to social and affordable housing are noted. The provision of affordable homes is not within the remit of a Local Area Plan. Regarding the issue of social housing provision, Kildare County Council is required to comply with national legislation to have a 10% Social Housing requirement in new housing developments, as set out to Part V of the Planning and Development Act 2000 (as amended). This is currently provided for in the County Development Plan under HSO 2 where it is an objective of the Council 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'*. For the purposes of clarity, a new objective will be proposed to address the requirements under Part V of the Planning & Development Act, 2000 (as amended).

The inclusion of Objective HC2.3 is considered necessary to support the aims and objectives of both the Traveller Needs Assessment and the Traveller Accommodation Plan which are due for review in 2019. No change recommended.

Housing for Older People

The submissions concerning housing for older people are noted. Census 2016 shows that Leixlip has a slightly younger demographic profile than the national average in the over 65 age cohort. The plan has included a specific objective (HC2.1) to ensure that a good residential mix is provided for in all new residential developments including *'housing designed for older people and people with disabilities.'* No change is recommended.

While the LAP is required to support the delivery of national policies and seeks to promote the delivery of community infrastructure through the zoning of land, phasing etc. the identification of specific sites for commercial uses such as a nursing home is not considered appropriate. It is noted however, that under the provisions of Table 13-1 of the Draft LAP nursing homes are *'permitted in principle'* on all lands zoned town centre, existing residential and infill, and new residential. Nursing homes are also *'open for consideration'* on lands zoned for agricultural or community and educational purposes. No change recommended.

Social Infrastructure Assessment

The submissions regarding the Social Infrastructure Assessment (SIA) are noted. The preparation of the SIA involved significant public and stakeholder consultation which included broad and focused engagement with the local community and with specific service providers considered key in the delivery and provision of community infrastructure and services in Leixlip. The consultation took the form of surveys and questionnaires of service providers, the community and school pupils (with pupils in sixth class being targeted). A public consultation evening was also held. As noted in the SIA *'the children performed best in completing their online questionnaire with 116 responses received and almost a 100% response rate. In contrast, only 48 responses were received from the general public 'Community Survey' whilst the response rate from the service providers ('Service Providers questionnaire') was disappointing with only 4 completed surveys.'*

Community Facilities

Regarding the submissions on community facilities it is noted that the 'Social Infrastructure Needs' for the town is set out in Table 7-1 of the Draft Plan and identifies specific needs under various themes along with details on the delivery mechanism. This is further supported by Objective HC1.3 *'To secure the provision of social infrastructure, community, and recreational facilities in tandem with residential development, in accordance with the findings of the Social Infrastructure Audit (SIA) and the phasing/infrastructure delivery schedule of this LAP'*. Further details regarding the provision and phasing of such infrastructure is detailed in Section 12 of the Draft Plan and in the Confey Urban Design Framework.

The LAP acknowledges the role that Leixlip Amenities Centre plays in serving the residents in the area.

Regarding the suggestion of the Council developing a community centre/hub, the Confey Urban Design Framework proposes the creation of such a community hub. This could include the development of a shared community centre, a civic plaza and adjacent schools, a new playground and an expanded car park. No further change recommended.

Education and Training

It should be noted that the Department of Education and Skills acknowledges that the plan has identified the need for 2 new primary schools and a new secondary school with 1,000 pupil capacity (refer to Section 3.4 of this report) and is satisfied that this is sufficient in terms of accommodating the requirements forecast over the plan period,.

On the issue of students attending secondary school from outside the town, the Social Infrastructure Audit states that population analysis of the study area that circa 18% of students enrolled in secondary schools travel from outside Leixlip. However, no further details have been obtained regarding where the locations from which students are travelling.

The organisation of primary and secondary schools in Leixlip is outside of the remit of this plan and is a matter for the relevant educational authorities.

Regarding a permanent location for a new primary school in West Leixlip Figure 7-1 shows a general location for the school which is proximate to lands zoned F: Open Space and Amenity. It should be noted that under Table 13.1 the development of a school is *'open for consideration'* on lands zoned *'F: Open Space and Amenity'*, subject to the interests of the proper planning and sustainable development of the area. It should be noted that Kildare County Council and the Department of Education and Skills liaise on an ongoing basis regarding the provision and location of schools in the town. No change recommended.

In relation to the provision of an Educate Together School, Kildare County Council has granted planning permission for a Leixlip Educate Together National School to be located temporarily at the Leixlip Amenities Centre and this is planned to open in September 2019.

In response to the submission regarding schools capacity, the Social Infrastructure Audit

notes that the two secondary schools are almost at capacity. As stated above, having regard to the anticipated population growth, the plan has identified the need for 2 new primary schools and a new secondary school with 1,000 pupil capacity which is, as previously stated, acceptable to the Department of Education and Skills in terms of meeting anticipated demand.

The purpose of Policy HC3 is to provide an overarching level of support to the provision of new and enhanced social infrastructure within the LAP area and is not aimed to support the development of any particular facility. Objective HC3.1 is considered to provide sufficient support for the improvement of the educational facilities within the town. No change recommended.

Childcare

The submissions in relation to the provision of childcare are noted. The suggestion that any future planning permission granted should have a planning condition included to have such facilities developed alongside the residential development and that such a condition could not be removed or altered is currently implemented by the Council as part of its development management process when assessing applications for multi unit residential developments. In addition, Development Management Guidelines (Chapter 17) of the County Development Plan stipulate that childcare spaces in new residential developments shall be provided in accordance with the Childcare Facilities: Guidelines for Planning Authorities (DEHLG) where *'one childcare facility is generally required to cater for 20 places in developments of 75 houses, including local authority and social housing schemes'*. It is noted that Objective HC3.2 supports this requirement on a pro rata basis in the Key Development Areas and within the Confey UDF area.

In response to the submissions stating that the Plan proposes just 20 extra children space it is considered that this view arises from a misinterpretation of Table 7-1 Social Infrastructure Needs where the following is stated *'20 child places / 75 units'*. In the interests of avoiding confusion on this matter it is considered that the aforementioned text be rephrased to provide additional clarity.

Health

The submissions on the issue of health and provision of healthcare are noted. The plan acknowledges the need for Leixlip to have its own dedicated primary health care centre and supports the development of such a facility in Objective HC3.1. It is noted that a primary care centre has been illustrated within the Collinstown Indicative design concept and concerns regarding the location of this site away from the town centre are noted. The designation of this particular site does not mean that another site within the town may not be considered as a suitable alternative. It should be noted that under Table 13-1 any proposal for a health centre is *'open for consideration'* on lands zoned *'A – Town Centre'*, subject to the interests of the proper planning and sustainable development of the area. No change recommended.

An Garda Síochána

The submissions regarding the need to expand the numbers of An Garda Síochána are noted. However, the provision of additional Garda resources is outside of the remit of a land use plan.

Theatre/Performance Space/Arts Centre

The submissions in relation to the need for such a theatre / performance space in Leixlip are noted.

Section 11.10 of the Kildare County Development Plan refers to Arts and Culture in the Community. It is an objective of the Council to “*Support the provision of a performing arts space in North Kildare*” (ACO4) and “*Support and promote additional cultural and arts spaces throughout Kildare*”. On the issue of the Wonderful Barn, Objective ED3.13 does not preclude the development of a theatre or arts centre within the complex. However, as stated in Section 4.6 it is proposed that the Wonderful Barn would be regenerated for the purposes of commercial / tourist activity. It should be noted that the exact nature of such proposal is dependent on the completion of a masterplan for the site which will be the subject of public consultation (please refer to Section 4.6 of this report). Whilst the plan supports the delivery of such a facility, the identification of specific sites within the LAP is not considered appropriate. No change recommended.

It should also be noted that Leixlip Community Library provides a focal point for the cultural community in Leixlip, with a gallery and multi-purpose performance space. It also houses Platform4 Digital Audio and Digital Media Studio which uses industry standard equipment to ensure artists receive the highest quality product and support.

It is agreed that the plan should promote and facilitate the development of arts and performance spaces and it is proposed that Objective HC4.3 be amended. In this regard is also recommended that the Section 2.1.6.3 of the Confey Urban Design Framework be amended to include the provision of a dedicated performance space within the proposed civic/community building in the Community Hub.

Cinema

Whilst, it is noted that many submissions identify that there may be a requirement for a cinema in Leixlip, the LAP is a land use plan which sets out a framework for the future development of the town through the designation of broad land use zonings at suitable and appropriate locations. The LAP is required to support and promote the delivery of national policies and can promote the delivery of community infrastructure, such as schools/medical centres and sports facilities through the zoning of land, phasing etc however the identification of specific sites for commercial uses such as a cinema is not considered appropriate. It should be noted however that a cinema (or similar) could be considered under various land uses within the plan areas under the ‘*A - Town Centre*’ and ‘*MU - Mixed Use*’ land use zonings.

Swimming Pool

In relation to the provision of a new swimming pool, it is noted that Under Goal 10 of the Local Economic and Community Plan (LECP) (Community, Recreation, Heritage, Arts &

Culture) it is an objective to continue to plan sustainable community facilities and amenity spaces across the county. Furthermore, it is an identified action (10.1.5) to progress plans to establish a swimming pool in North Kildare. In this regard the location of the North Kildare Swimming Pool has been the subject of lengthy debate and earlier in 2019 it was agreed at a meeting of the full Council to put forward an application for capital funding for a public swimming pool in Maynooth. This was due to the availability of both an appropriate site and match funding.

Whilst it may be correct to say that an application could be submitted for a second North Kildare Swimming Pool, it should be acknowledged that the funding is coming from the same capital envelope and it is highly unlikely that an application for a second pool in such close proximity to another would secure national funding.

While the role of the Council in the direct provision of other community facilities and services is limited; Objective HC4.1 supports the facilitation of multi-functional community facilities in Leixlip. This includes the provision of a swimming pool. No change is therefore recommended.

Outdoor sports and Recreational Facilities

The issues of concern regarding outdoor sports and recreational facilities are noted. The Social Infrastructure Audit (SIA) carried out a comprehensive assessment and consultation exercise regarding the need for such facilities. The recommendations of the SIA are outlined in Table 7-1 of the Draft LAP. This identifies the need for a further 7 hectares of outdoor sports areas. In this regard the Draft Plan has provided for such facilities to be located in Confey and within the KDA at Celbridge Road East. Objective OS1.5 promotes the provision of a public park at the Wonderful Barn and playing pitches are considered appropriate ancillary uses at this location. This however is subject to a detailed design in the context of an overall masterplan for the site which will be open to public consultation (refer to section 4.6 of this report). No change recommended.

Faith (Confey Cemetery expansion and cemetery capacity issues)

The issue of intermittent and limited flooding issues in Confey Cemetery are noted and remedial works were carried out in the Cemetery in 2018. Continuous monitoring of this issue at Confey Cemetery is taking place and further action will be taken, if required.

The issue of cemetery space capacity in Leixlip is acknowledged and the draft plan provides for a limited expansion of Confey Cemetery to the south and west. It should be noted that a new cemetery proposal is open for consideration on lands zoned '*Agricultural*' subject to the interests of the proper planning and sustainable development of the area. Provision is made for a new cemetery on the lands north of the Confey UDF area and support for same is provided for under Objective HC4.2 of the Draft LAP.

Equipped Play Spaces

Submissions in relation to equipped play spaces are noted. The existing limitations of equipped play spaces in Leixlip are acknowledged in the Draft Plan. In relation to the playground at Leixlip Amenity Centre, Kildare County Council has plans to relocate the

playground within the site and extend and enlarge the equipment provided. It is noted that the playground in St. Catherine's Park is outside the functional area of this LAP and therefore proposals for same would not be appropriate. Table 7-1 provides for the provision of a local equipped play area within the Kildare owned part of St. Catherine's Park. Section 8 of the Draft Plan provides for the enhancement and development of a series of pedestrian and cycle linkages throughout the town in order to reduce car dependency. It is an objective of the plan as expressed in HCO3.3 to support and facilitate the provision of children's play facilities in Leixlip, including playgrounds and a skatepark. No changes recommended.

Chief Executive's Recommendation

Proposed Material Alteration

Insert new objective under Policy HC 2 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

Section 7.4.3 Recommendations

Table 7-1 Social Infrastructure Needs

Under the theme of 'Childcare' amend the following:

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

Proposed Material Alteration

Amend objective HC4.3 as follows:

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

Proposed Material Alteration

2.1.6.3 The Community Hub Character Area (CH)

- A civic/community building incorporating *a dedicated performance space* within lands to the immediate east of the existing cemetery;

Proposed Material Alteration

Table 13-3 Land Use Zoning Matrix

Insert the following row between 'Cemetery' and 'Community Recreational / Sports buildings' land uses:

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 – Enterprise & Employment	T - Tourism	U -Public Utilities
<i>Cinema</i>	<i>O</i>	<i>N</i>	<i>N</i>	<i>O</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>

4.8 Section 8 – Movement and Transport

Main Issues Raised

Overarching Themes

There are two recurrent transportation themes which were the subject of a significant number of submissions;

1. The possibility of the provision of a road link through St. Catherine's Park, linking the N4/M4 at Weston with the M3 and/or Ongar or the R149 east of Confey.
2. The provision of 3,315 residential units within the LAP which give rise to concerns that there would be a significant increase in traffic congestion within the plan area. Several submissions noted that it is *'bizarre that LAPs for 3 adjacent areas (Leixlip, Celbridge and Maynooth) could be developed independently of each other given that all three areas are under the one council and share services (roads, public transport etc.)'*

Other submissions made reference to the *Leixlip Strategic Transportation Assessment (STA)* which accompanies the draft plan.

8.1 Walking and cycling

One submission recommends that the arrows relating to the permeability schemes be removed from the LAP and that all these schemes are subject to public consultation.

Another submission highlighted the issue of congestion and additional traffic from new developments that would make walking and cycling more risky for vulnerable road users. Other submissions raised concern with the local effect of permeability links proposed in STA and draft LAP. The local effects included anti-social behaviour, insufficient road or footpath width to cope with additional pedestrians and cyclists and concreting over of green spaces.

Some submissions indicate that covered bicycle parking, storage and other facilities will be required to make cycling more attractive as a mode of transport.

8.2 Public transport

Several submissions noted the proposed 'Bus Connects' project being prepared by the NTA and the new routes within the plan area. Other submissions outline similar concerns regarding the provision of improved commuter rail services and the DART expansion project. The submissions also felt that the delivery of the Bus Connects and DART expansion projects may not occur until after some of the zoned land in plan area had been developed. Additional submissions stated that there would be a substantial increase in demand for public transportation within the time line of the plan and general capacity increase would be critical.

Several submissions stated that the commuter rail service will not be better used until the quality of service and walking access is improved and further submissions noted that Confey station has limited parking which did not support access to train services.

8.3 Roads and Street network

Many submissions highlighted the improvements proposed at Cope Bridge which will provide a second vehicular lane across the railway and canal. These submissions were

concerned that the priority junctions at River Forest and Glendale would not have the necessary capacity resulting in further delays exiting these estates onto Captain's Hill. More submissions highlighted similar concerns with Celbridge Road and the congested traffic along this route which will be exacerbated with the development of the Wonderful Barn and Celbridge Road East KDAs.

Other submissions were concerned that the widening works at Cope Bridge will remove recreational green areas.

A significant number of submissions were received in relation to widening Black Avenue to provide access to the Black Avenue KDA. In order to serve the development of the KDA it is proposed to permit the widening Black Avenue with the removal of mature trees and excavation of a steep embankment and is undesirable.

One submission queried if the proposed link road between the Celbridge Road and M4 junction 6 via the former HP site would be capable of coping with increased traffic from the Lucan to Celbridge Road following the opening of a new road from Adamstown in South Dublin.

8.4 Car parking

A number of submissions raised issues relating to car parking provision within the town centre. Car parking is addressed in chapter 5 of this report (please refer).

8.5 Black Avenue

A significant number of submissions were received in relation to the Black Avenue KDA which raised concerns regarding access arrangements and the impact on localised traffic movements given that this is the primary vehicle (and pedestrian) access to St Catherine's Park (from the town centre) and the presence of the Irish Water Wastewater Treatment Plant to the south of the avenue. Other concerns expressed include the carrying capacity and condition of the avenue itself and the junction with Sílleacháin Lane and Main Street currently, without the additional potential traffic associated with the development of this KDA.

Chief Executive's Response

Overarching Themes

Concerns regarding any proposal for a road link through St. Catherine's Park are noted. The Draft Leixlip LAP does not propose or contain any objective to construct a road through St. Catherine's Park and is unambiguous in this regard.

The Strategic Transport Assessment (STA) for the Leixlip LAP, which included consultation with TII and the NTA amongst other stakeholders, studied road proposals linking the M4 at Weston in South Dublin and the R149 east of Confey. A possible location for this road existed east of St. Catherine's Park however the road did not provide a suitable transportation solution to support the development of Leixlip and Confey in particular and consequently was not recommended for inclusion in the draft LAP. It should be noted that a proposed material alteration, outlined in Section 4.11 of this plan recommends the inclusion

of a new Objective GIO1.10 to protect the park from any road development proposal (refer to Section 4.11 of this report).

It should be noted that Objective MT3.4 of the Draft LAP provides for the development of a North East Kildare Strategic Land Use and Transportation Study in accordance with objective MTO2 of the Kildare County Development Plan 2017-2023 including investigations for potential connections to the north and south east of the Leixlip Plan area with adjoining counties. Refer to Section 3.2 of this report for further details on this matter.

In relation to the concerns regarding increased in vehicular traffic arising from the provision of 3,315 residential units it is noted that as part of the Strategic Transportation Assessment (STA) a traffic model was created encompassing the entire plan area. The model, also referred to as a Local Area Model, is based on recent comprehensive traffic surveys. The model factored in the associated vehicular trips of the proposed residential units including the KDA's, the phased delivery of Confey, as well as traffic from known industrial expansion in the plan area. Furthermore, the model also included the general growth in vehicular traffic over the period of the plan to provide a robust model of future traffic levels. The evidence based approach model informed the formation of the movement and transportation proposals contained in the draft LAP. The STA forecast growth in traffic volume was compared to capacity in the key junctions in the plan area. The proposed development utilised remaining capacity and identified junctions for which improvements are supported as objectives set out in MT3.2, MT3.3, MT3.5, MT3.6, MT3.7, MT3.12 and MT3.13.

In particular it is noted the provision of each phase of Confey and each of the KDA's will be required to carry out a Transport Impact Assessment in accordance with MT3.11 which will assess the development level effects on transportation and movement during the planning process.

The roads and streets objectives set out in the Draft LAP, as recommended in the Strategic Transportation Assessment, are included to respond to the anticipated growth in vehicular traffic and demand for public transport combined with the provision of facilities for walking and cycling to meet the transportation requirements for the proposed development during the lifetime of the Leixlip Local Area Plan. It is further noted that in response to the submission of the Planning Regulator several material alterations are proposed which will have the effect of phasing the quantum of development envisaged over the lifetime of the Plan (refer to Section 3.1 of this report for more details).

Regarding developments in neighbouring settlements such as Celbridge and Maynooth the combined effects in relation to movement and transportation are acknowledged to be interrelated as these towns share bus, rail and road services and are all included within the Dublin Metropolitan area. In response to this, the LAP makes provision for objective (MT3.4) *To support the development of a North East Kildare Strategic Land Use and Transportation Study in accordance with objective MTO2 of the Kildare County Development Plan 2017-2023 including investigations for potential connections to the north and south east of the Leixlip Plan area with adjoining counties*'. No change recommended.

8.1 Walking and cycling

The concerns raised regarding the potential impacts of permeability proposals are noted as is the request to remove the 'arrow's from the KDAs. The STA prepared to inform the Leixlip LAP assessed existing and potential accessibility routes for walking and cycling in order to better connect residential areas to commercial community and transportation facilities and thereby combat the significant congestion resulting from shorter vehicular trips. The result was a range of proposed pedestrian and cyclist permeability schemes, bridges as well as pedestrian crossings. The KDA designs are indicative and are subject to assessment on their own merits during the development management process. It is proposed to amend objective MT1.13 to include '*subject to local public consultation*' to ensure local issues are considered for any proposal. However, the potential links shown on the KDA designs should remain. Any proposals for permeability schemes will be guided by *Permeability Best Practice Guide* published by the NTA which include, inter alia, guidance on consultation, for quality of design and safety and therefore it is not considered necessary to prepare further guidelines for same. Furthermore, as previously advised, the Town Renewal Plan will include a permeability study which will inform local permeability and improved access proposals (refer to Section 4.5 of this plan).

While the issue of level differences is noted and may present as a barrier in terms of the delivery of many cycle/pedestrian links, it is recommended that the feasibility of these schemes be progressed and investigated through design, localised consultation phases where these issues can be assessed and best resolved. No change recommended.

In relation to issues regarding covered bicycle parking, storage and other facilities will be required to make cycling more attractive as a mode of transport. MT1.9 of the Draft LAP supports the provision of secure and dry cycle parking facilities. No further change recommended.

8.2 Public transport

The issues regarding the '*Bus Connects*' project and the potential for new and/or amended routes within the plan area are noted, as are the concerns regarding the provision of improved commuter rail services and the DART expansion project. Whilst the LAP supports (and now proposes phasing based on the delivery of these projects) the NTA is the responsible authority for the provision of the bus and rail services within the metropolitan area of Dublin and has been consulted specifically on the Strategic Transportation Assessment as well as the draft LAP. In accordance with objectives MT2.4, the Planning Authority will continue to liaise with the NTA and TII regarding transportation in the plan area including the delivery of enhancements to public transport.

Reference to the recommendations relating to the NTA submission in Chapter 8 of this report should be also noted. No further change recommended.

8.3 Roads and Street network

The submissions highlighting the requirements for improvement to Cope Bridge are noted.

Concerns regarding the priority junctions at River Forest and Glendale are also noted and proposals to address same in conjunction with the scope for the bridge upgrade will be provided for in the LAP.

The concerns with proposed development at Celbridge Road East KDA and the traffic along this route are noted. MT3.11 sets out a requirement for all developments within the KDAs to be subject to Transport Impact Assessments. It should also be noted that in accordance with MT3.13, the development of the KDA at Celbridge is dependent on the delivery of proposed link road between junction 6 on the M4 and the Celbridge Road.

Miscellaneous

The need for charging points for electric vehicles in Leixlip is acknowledged. It should be noted that Objective I5.3 of the draft plan supports the provision of electric vehicle charging infrastructure, where appropriate. No change recommended.

Chief Executive's Recommendations

Proposed Material Alteration

Amend objective MT1.13 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 public consultation*.

Proposed Material Alteration

Amend objective MT3.2(i) 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

Amend section 8.4 of the draft LAP there is a reference to“Abbey Square” this should read “Arthur Guinness Square”

4.9 Section 9 – Infrastructure and Environmental Services

Main Issues Raised

General Issues

A significant number of submissions state that infrastructure must be in place first before houses are constructed and argue that the town's infrastructure is already strained and in need of investment. Many submissions state that infrastructural services must be developed in tandem or prior to housing development. Several submissions state that the plan shows a lack of appreciation of the current infrastructural problems facing the town and does not adequately factor in the impact of Intel's expansion on existing transport infrastructure. Numerous submissions also state that the proposed development is contrary to Objective S6 'To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure'.

Water Supply and Wastewater

Numerous submissions refer to problems with water supply in Leixlip and suggest that all these must be resolved before more residential development is proposed or permitted. Many submissions make reference to recent examples of burst pipes and the water supply being cut-off in parts of the town for several days due to the aging state of the network.

A large number of submissions raise concerns regarding the wastewater network in Leixlip, stating that it is already at capacity and there is an ongoing problem with odours in the village near the confluence of the River Liffey and Rye Water. A number of submissions state that this has negative effects on both residents and businesses in the area and damages the tourist potential of the town.

Several submissions state that there is limited capacity at the water treatment works and that Irish Water has advised that the earliest improvement works will take place in Q4 – 2022. Reference is also made to that fact that Irish Water is currently undertaking studies to prepare a Drainage Area Plan (DAP) and model for the Leixlip area.

Another submission argues the need for the zoning and development of lands to be phased in line with the capacity of supporting infrastructure such as water supply and wastewater. Reference is also made regarding the limited capacity of existing water/wastewater infrastructure in Confey to provide for residential development.

Surface Water and Ground Water

In relation to Sustainable Urban Drainage Systems (SuDS), submissions suggest that each dwelling have a number of water butts on downpipes and thought should be given to harvesting tank/tanks and that the collected rainwater could service toilets in public buildings and for watering municipal green pitches and planted areas.

Another submission outlines concerns relating to the environmental impact from a surface water point of view if the proposed development went ahead as all the rain water that falls in Confey will be directed towards the River Liffey and the communities living downstream.

Flood Risk Management

Concerns have been raised in the submissions about flooding in Leixlip particularly around Confey where flooding events are stated to have occurred around Leavalley occurred in the

past. In this regard, further concerns are raised in submissions received from residents in Confey regarding the scale of the proposed development to be located on the lands and the possibility that this will cause a higher risk of repeated, more severe future flooding on existing properties on the area and on areas downstream. Many submissions make reference to recent flooding on the grounds of Confey Cemetery.

Concerns are also raised regarding the possibility of flooding in the Celbridge Road East KDA where it is noted the height of the land at the site was altered during the construction of the M4 and that the Draft Plan states that the height of the lands is to be reduced prior to the commencement of development in the KDA. Issues are raised as to the effect of altering the levels of the land in light of instances of historic flooding. In this regard the need for a specific flood risk assessment for Celbridge Road East is also raised. A significant number of submissions state that there is no commitment to on site flood risk analysis in the Draft Plan for the Celbridge Road East KDA.

Many submissions ask that the criteria for the nature/scale of a development that should warrant an on-site flood risk analysis be clarified. Several other submissions state that the Draft LAP has not carried out on-site flood risk assessments.

Energy Supply and Communications

Many submissions outline concerns in relation to the capacity of the electricity infrastructure in the town to accommodate the proposed population increase and developments such as the Collinstown Business Campus and the expansion of Intel.

The lack of broadband and piped gas supply to certain areas of the town has also been raised.

Several submissions make reference to the telecommunications mast in the town centre and have requested that it should be relocated.

A number of submissions outline safety issues about the location of proposed residential development proximate to the ESB reservoir on the Liffey.

A significant number of submissions request the need for that electric charge points to be installed throughout the town particularly in areas of new residential development.

Pollution and Environmental Services

A number of submissions consider that the road congestion caused by additional residential development would result in noise and air pollution for neighbouring residents. Other submissions note that pollution from Weston Airport and M4 motorway would be unacceptable for potential new residents in the Celbridge Road East KDA.

One submission requests that as part of Policy I5, there should be an additional objective to complete a review of the current refuse collection procedures in order to consider alternative options that have less harmful effects on the environment.

Another submission suggests that in relation to air quality, the following is recommended: *"It is the policy of Kildare County Council to avoid, prevent or reduce harmful effects on human health and the environment as a whole, though promoting the preservation of best ambient air quality with sustainable development."*

Chief Executive's Response

General Issues

The delivery of infrastructure services in tandem with housing development is a priority of this plan as stated in Objective S6. Further support for the appropriate phasing and delivery of infrastructure is provided for in Section 12.1.2 and Section 12.6 of the Draft Plan and also in the Confey Urban Design Framework. The Draft LAP is conscious of the need to deliver a reasonable balance between delivering infrastructure in tandem with housing for which there is high level of demand in the North East Kildare Area. No change recommended.

Water Supply and Wastewater

Irish Water assumed responsibility for public water and wastewater services from 1st January 2014, and is now the responsible body for the operation of public water and wastewater services. Kildare County Council works closely with Irish Water in ensuring the satisfactory delivery of Irish Water's Water Service Programme as it relates to Kildare (including Leixlip). There are also a number of robust policies contained in the County Development Plan that ensure proposed developments can only proceed where there is adequate wastewater services available.

Applicants for multi-unit developments are advised to consult with Irish Water regarding available capacity prior to applying for planning permission. It should be noted that Irish Water in its submission to this plan advise that new connections may be assigned on a 'first come, first served' basis until any necessary capital works are completed. IW will then assess and review the local network to develop solutions/options for development proposals (refer to Section 3.7 of this report). It is considered that the policies and objectives set out in Chapter 9 the Draft LAP provides a satisfactory outline of the role Kildare County Council plays in the provision of water services in the county in conjunction with Irish Water under the current legislative provisions for public water service provision in Ireland. Regarding the ongoing issue pertaining to the odour in the Leixlip Village and adjoining areas Irish Water has put in place a Programme of Works to remediate the problem. No change recommended.

Surface Water and Ground Water

In relation to the provision of SuDS in Leixlip, Objective I2.2 requires the incorporation of Sustainable Drainage Systems (SuDS) as part of all plans and development proposals. Furthermore, Section 17.8 of the County Development Plan includes robust surface water requirements for new developments. In relation to concerns about impact of surface water from new developments and the quality of water generally in Leixlip, it is noted that all plans and development proposals in Leixlip must address the potential at a local and district level to control surface water outfall and protect water quality and the Draft LAP includes policy objectives in relation to same. It is an action of the plan to encourage 'daylighting'/deculverting and the restoration of culverted water bodies within the town as a natural method of flood management. No change recommended.

Flood Risk Management

The submissions received on the issue of flood risk management are noted. A Strategic Flood Risk Assessment was carried out which has informed the preparation of the Leixlip LAP. The SFRA is based on CFRAM data (Catchment Flood Risk Assessment and Management) which was collated by the OPW and was subject to its own public consultation process.

On the issue of localised flooding in Confey, as outlined in Section 3.5 of this report flooding was identified as a constraint in the Addendum (Context and Background Analysis) to the Confey UDF document. Consequently, the area most at risk from flooding on the eastern side of the Síleacháin Stream in Allenswood has been designated as open space. In response to the OPW's submission a material alteration is proposed that Objective CON 1.5 be amended to make specific provision for an in-depth flood risk assessment to be carried out as part of the masterplanning process (refer to Section 3.5 of this report). No further change recommended.

In response to the submissions regarding Celbridge Road East, any development here would be subject to the provisions of objectives I2.2 to I2.5 which addresses SuDS, quality of surface water/groundwater, waterbody status etc. No change recommended.

Regarding submissions requesting the need for flood risk assessments to be carried out on specific sites and requesting clarification on the criteria for such assessments to be warranted, guidance is taken from the Planning System and Flood Risk Management: Guidelines for Planning Authorities (DECLG and OPW, 2009). The Guidelines recommend that a Flood Risk Assessment be carried out to identify the risk of flooding to land, property and people. Accordingly, a Strategic Flood Risk Assessment was carried out for Leixlip and informed the contents of the plan. The SFRA includes justification for any zoning which reflects development which for historical reasons is within the flood plain and proposals to rezone land within the floodplain. On foot of the SFRA a number of policy objectives were included to manage flood risk in Leixlip – see objectives I3.1 – I3.3. No change recommended.

On the issue of flooding in Confey Cemetery please refer to Section 4.7 for this report where the issue is addressed under Faith (Confey Cemetery expansion and cemetery capacity issues).

Energy Supply and Communications

The submissions on the issue of energy supply and communications infrastructure in the town are noted. While the provision of such infrastructure is outside of the remit of a local area plan, Policy I4 promotes the facilitation and renewal of energy and communications networks in Leixlip, while protecting the amenities of the town. No change recommended.

In respect of the submissions which mentioned the telecommunications mast at the former ESB – reference is made to Objective I4.5 *“To support ESB in identifying a suitable alternative site for the relocation of the existing telecommunications mast at Mill Lane”*. No amendment proposed.

Regarding the submission which highlights development proximate to the ESB reservoir, it is noted no residential development is proposed to be located directly adjacent to the area. The nearest new residential development proposed is Celbridge Road East and this will be separated from the reservoir by lands which are in private ownership. No change recommended.

The need for charging points for electric vehicles in Leixlip is acknowledged. It should be noted that Objective I5.3 of the draft plan supports the provision of electric vehicle charging infrastructure, where appropriate. No change recommended.

Pollution and Environmental Services

Objective MT3.10 of the draft plan states it is an objective of the Council *'to implement the recommendations of the Kildare Noise Action Plan to reduce, where necessary, the harmful effects of traffic noise, through appropriate mitigation measures in accordance with CDP Objective RS03.'* No change.

In response to the request to include an additional objective to complete a review of the current refuse collection procedures, it is noted Waste Management policies and objectives in Kildare are reflective of the overarching EU, National and Regional policy and legislation. The Eastern-Midlands Region Waste Management Plan 2015-2021 provides the framework for waste management in the region and sets out a range of policies and actions to meet specified mandatory and performance based targets. The current County Development Plan includes a number of specific policies to support the implementation of Eastern-Midlands Region Waste Management Plan 2015-2021. In the interests of avoiding unnecessary duplication no change is recommended.

Policy I5.2 of the Plan has a specific policy regarding air quality. A range of policies and objectives on air quality are also provided for in Chapter 7 of the County Development Plan. No change recommended,

Chief Executive's Recommendations

No change recommended.

4.10 Section 10 – Built Heritage and Archaeology

Main Issues Raised

Built Heritage

Many submissions indicate that the preservation of heritage sites, cultural heritage, buildings and parks should form a vital component of the LAP. One submission welcomes the inclusion of Section 10 – Built Heritage. Other submissions state that Kildare County Council's performance in maintaining and promoting the local built heritage and archaeology is poor with reference made to the Wonderful Barn, the Spa and Romanesque Baths and St. Catherine's Park.

A significant number of submissions raise concerns regarding the Wonderful Barn with reference made to the 2004 Action Plan and the lack of progress on the site in the intervening period. There are resultant concerns that there is danger that the site may fall into decay. Many submissions support the Draft Plan's view that the complex offers significant potential for sensitive/adaptive re-use for tourist/amenity purposes. In this regard submissions request that the implementation of the conservation plan for the site would include provision for public consultation.

Submissions also note that the parklands of the Wonderful Barn should be enhanced to a high quality amenity space.

A substantial number of submissions also refer to the potential adverse effects that developments proposed within the LAP will have on built and archaeological heritage and visual amenities of the following sites:

- Wonderful Barn KDA (impact on Wonderful Barn complex and protected views to the Castletown Estate)
- Celbridge Road East KDA (impact on Leixlip Castle and demesne)
- Black Avenue KDA (impact on St. Catherine's Park and St. Catherine's Well)
- Leixlip Gate KDA
- Development within the Confey UDF lands (including impact on Confey Church and Confey Castle)

Record of Protected Structures

Many submissions note the inclusion of Objectives BHO1.7 and BHO1.8 in the Draft Plan.

One submission requests that 33 Main Street to be added to the Record of Protected Structures and another submission questions why a number of buildings in Leixlip are not designated as protected structures and would like to see protection given to an number of buildings and structures in the town

Another submission suggests that an objective for the conservation of Confey graveyard should be included in the LAP.

One submission requests the reinstatement of the Conservation Order on Sandford Bridge.

Several submissions refer to Policy BH1 "To address dereliction, vacancy and promote appropriate and sensitive reuse and rehabilitation of Protected Structures" which was included on the initial Draft Leixlip LAP 2017- 2023, now omitted and needs to be included.

Architectural Conservation Area

One submission requests that a Statement of Character for the Leixlip Architectural Conservation Area (ACA) must be urgently prepared in order to ensure that ACA Policy is being adhered to. Other submissions reference the need to do a survey of the historic building stock within the town centre.

Archaeological Heritage

A number of submissions note that there are places of archaeological interest in lands zoned in the Draft Plan for future development. Examples of this include the remains of the Castle at Confey and sites in the vicinity of Black Avenue which is stated to be of extreme interest to the archaeology team in Fingal County Council and the National Museum.

Submissions received also state that the plan does not provide the conservation plans for archaeology sites of interest in the town.

Chief Executive's Response

Built Heritage

The submissions made in relation to built heritage issues are noted.

The draft plan contains a number of policy objectives in relation to the Wonderful Barn complex. The Parks Department of Kildare County Council intend to prepare a conservation plan for the Wonderful Barn in 2019 which will inform a Masterplan for the lands which is envisaged to be the subject of public consultation. Please refer to Section 4.6 of this report where issues relating to the Wonderful Barn are addressed in more detail.

The issues raised relating to built and archaeological heritage on specific zoned sites in Leixlip (i.e. within the Key Development Areas and Confey) are addressed in Section 4.12 of this report.

Record of Protected Structures

The submissions made in relation to protected structures are noted.

The procedure to add (or delete as the case may be) a building or structure to the record of protected structures can only occur through the process of making of the county development plan or under the provisions of Section 55 of the Planning and Development Act 2000 (as amended) and therefore such a proposal cannot be consideration during the LAP process. No change recommended.

Sandford Bridge is listed on the Record of Protected Structures in the Kildare County Development Plan (2017-2023). It is noted however, that Sandford Bridge is included in the list of protected views (Views of the Rye Water) under Table 14.7 of the Kildare County Development Plan. Map Ref. 3 of the Local Area Plan identifies this protected view as

looking to the west toward Carton Demesne and remains unchanged in the current draft LAP.

The request to include a policy to address dereliction, vacancy and promote appropriate reuse of protected structures is noted and agreed.

Architectural Conservation Area

The submission on the preparation a Statement of Character for the Architectural Conservation Area is noted. Regarding this and the request to survey the historic building stock it is an objective of the plan under BH2.5 '*to prepare a statement of character and area specific policy objectives for the Leixlip ACA*'. No change recommended.

Archaeological Heritage

The submissions regarding archaeological heritage in Leixlip area noted.

In relation the issued raised relating to archaeological heritage on specific zoned sites in Leixlip (i.e. within the Key Development Areas and Confey) are addressed in Section 4.12 of this report.

Chief Executive's Recommendations

Proposed Material Alteration

Insert new objective under BH 1.9 as follows;

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

4.11 Section 11 – Natural Heritage, Green Infrastructure and Strategic Open Space

Main Issues Raised

St Catherine's Park

A substantial number of submissions related to the protection of St. Catherine's Park. It has been stated that many residents have serious concerns regarding possible future road proposals being routed through the park, such as a road from the M3 to M4 through St. Catherine's Park.

Many submissions request that the Objective GIO1.10 (B) in the 2017-2023 Leixlip LAP, which was in the previous plan be re-inserted into the current draft Plan. The objective stated *'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.'*

S8/Ecological Impacts/Green Infrastructure

Many submissions state that the development of the proposed KDAs and Confey is contrary to Objective S8 which commits the Planning Authority to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use.

Concerns were raised regarding the lack of an ecological analysis into the effects of the LAP which will destroy 'Key' Green Infrastructure areas (as well as their associated habitats) of the town;

One submission refers to a number of variances between the draft Leixlip LAP 2017-2023 and the subject Draft LAP in terms of the level of protection that would be afforded to items of natural heritage (mature trees and nature conservation sites). It is submitted that there should be a mandatory requirement for development proposals to be accompanied by a Strategic Environmental Impact Assessment (SEA), an Appropriate Assessment (AA) and Environmental Impact Assessment on any development within St Catherine's Park and the adjoining Lucan Demesne.

Several submissions have requested that Tree Protection Objectives should be reinstated into the LAP in order to protect trees with a particular local amenity or conservation value.

New Public Parks

Many submissions outlined a need for greenways, facilities, places to relax, places for kids. In terms of existing public parks, submissions have outlined issues associated with the maintenance and upkeep of St. Catherine's Park and queried the availability of funding for the upkeep of existing and proposed new parks.

Another submission requested the inclusion of Policy OS 1 of the Leixlip 2017-2023 LAP which aimed to promote the provision of amenities/facilities (picnic tables, outdoor gym equipment and playgrounds) in existing open spaces.

Open Space

Several submissions queried whether the lands at Celbridge Road East Linear Park and the parkland at The Wonderful Barn should be considered as open space; these submissions

suggested that these lands were be unsuitable for development due to their proximity to the M4 and that they do represent the idyllic open parkland alluded to in the LAP.

Sensory Garden

Many submissions have been made in relation to the development of a sensory garden for the town. While most submissions request that the town needs such a facility some submissions make reference to the fact that the council has provided funding towards the development of such an amenity and are disappointed that it is not mentioned in the Draft plan.

Sandford Bridge/Rye Water Valley Carton SAC

One submission calls for the lands located north of the Rye Water Valley/Carton SAC in Kellystown to be removed from the LAP in order to ensure their protection from further development as required by EU Habitats Directives and Seveso Directives which override the Kildare County Development Plan.

Chief Executive's Response

St. Catherine's Park

The submissions in relation to the protection of St. Catherine's Park are acknowledged and it is proposed to include an objective to protect St. Catherine's Park from any road development be included in the Plan.

Objective S8/Ecological Impacts/Green Infrastructure

The draft LAP was subject to a Strategic Environment Assessment (SEA) and an Appropriate Assessment (in relation to impacts on Natura 2000 sites). The mitigation effects identified in the reports to offset any potential adverse effects on the environment and Natura sites have been incorporated into the Draft Plan. In this regard and taking account of the provisions of Objective S8, the proposed design and layout of the KDAs, Collinstown and Confey make significant efforts to preserve, integrate and enhance the present natural heritage features of each individual site into their respective design brief/framework and also provides for new areas of strategic open space. It is accepted however, that there are outstanding issues relating to the layout and design of a number of specific areas proposed for development. These issues are addressed in Section 4.12 of this report.

Sensory Garden

It is noted that plans for the development of a sensory garden are being progressed by the Parks Department of Kildare County Council. This amenity will be located on the grounds of St. Catherine's Park close to the existing car park. It is envisaged that work on the garden will commence in 2020. It is recommended that a new objective be included to and support and facilitate the development of a sensory garden in St. Catherine's Park.

Open Space

The issues in relation to the provision of open space and the referencing of a park around the Wonderful Barn are noted. The land in this area is not considered deficient as it has a strategic purpose to maintain the setting and visual link between the Wonderful Barn and Castletown House which has been afforded protection under the Kildare County development Plan 2017-2023 (CDP, Chapter 12, Map RefV1-12-13).

The submission regarding the provision of a policy to promote and provide amenities features in existing open spaces is noted. It is accepted that this policy should be re-inserted into the plan.

Green Infrastructure

The importance of mature trees and vegetation is acknowledged within the draft LAP; these have been surveyed and mapped in **Figure 11-1** of the draft LAP. Objective GIO1.1 ensures that Green Infrastructure is integrated as an essential component of new developments and **objective** GIO1.3 seeks to ensure key trees, woodlands and high value hedgerows identified in the habitat survey are integrated into new developments. These are also referenced in the design brief of each of the KDAs which have been revised by way of proposed material alterations as set out in Section 4.12 of this report. Policies GI1.6 and GI1.8 of the LAP also explicitly relate to the protection of trees within the plan area.

New Public Parks

The perceived need for additional greenways, facilities and places to relax is noted. The social infrastructure Audit carried as part of the preparation of the LAP concluded that the existing provision of open space remains above 'Fields in Trust' (FIT) recommended guidance. The policies and objectives of the draft LAP provide and support opportunities to enhance the green links between open spaces throughout Leixlip by designating new green corridors and/or natural/semi natural open space area. These are set out in Table 11-1 of the LAP.

Rye Water Valley Carton SAC

The legal basis for the protection of SACs is set out under the EU Habitats Directive, transposed into Irish law by the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011), as amended. The draft LAP has been the subject of an Appropriate Assessment and the mitigation effects identified in the reports to offset any potential adverse effects on Natura sites have been incorporated into the Draft Plan.

Any future project on the lands in proximity to any European site will be subject to a project based appropriate assessment in order to assess its potential adverse impacts on the SAC. It is considered that a sufficient level of protection will be afforded to the Rye Water Valley/Carton SAC, therefore the removal of these lands from the Plan area is not considered necessary.

Chief Executive's Recommendations

Proposed Material Alteration

Amend Objective GIO1.10 as follows:

- GIO1.10** (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

Insert new objective OS1.7

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

Proposed Material Alteration

Insert new objective OS1.8

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.*

4.12 Section 12 – Key Development Areas, Confey and Collinstown

Main Issues Raised

Overarching issues

Many submissions outline significant concerns in relation to the principle, and quantum of the zoning proposed within the KDAs, Confey and Collinstown Strategic Employment Lands.

One submission notes that all the proposed KDAs are '*deliberately vague*' with indicative numbers of housing units, apartment block heights, land reserved for '*future use*' and the provision of supporting infrastructure, amenities and services. The submission states that the result of this is that existing families will bear the brunt for years to come, even if the scale of building is reduced.

Submissions also state that the proposed development of the KDAs and Confey is contrary to Strategic Objective S6 regarding – "*To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure*". One submission states that stronger phasing safeguards and requirements should be inserted into the plan to ensure the timely delivery of key infrastructure to services the site.

Another submission includes a suggestion that all Kildare County Councillors should be invited to view the KDA sites in Leixlip.

The Wonderful Barn Key Development Area

A number of submissions were received which referenced the Wonderful Barn protected structure, Wonderful Barn Key Development Area and the Barnhall residential development which is currently under construction. Concerns were raised in relation to the protection, conservation and future plans for the protected structure, the suitability of the wider area for large scale residential development, particularly with regard to infrastructural deficits and traffic/transport issues together with the cumulative impact with nearby KDAs, schools, church and shopping centres etc.

Walking and cycling in these areas is noted to be difficult due to existing congestion which could be further compounded by further residential development and it is located too far from the train station. Submissions stated that the current infrastructure does not have the capacity for any additional pressure and an improved bus service is required, particularly along Celbridge Road.

With regard to the protected structure, a number of submissions questioned why construction has already commenced at Barnhall prior to any conservation/ management plan in place for the Wonderful Barn. Proposed uses include rugby pitches, a visitor centre/shared commercial space for small community business, a playground, skatepark and picnic area, high biodiversity amenity area, a cultural, arts and performing centre. Residents noted the presence of anti-social behaviour as well as a lack of maintenance and security by Kildare County Council. Many submissions referenced the requirement for clarity on future plans and strategies for the Wonderful Barn including a public consultation process.

Suggestions for additional objectives / policies / recommendations for consideration in the final plan include:

- A bridge link between the KDA and Castletown Demesne;
- The KDA should be removed from the plan, as it was previously;
- Remove permeability 'arrows and 'indicative lines' from KDA maps;
- Expand Section 4.2 to elaborate how densities at KDAs were identified;
- Remove section stating "...which understands the cultural heritage of the surrounding area..." from the Plan as developers clearly not adhering to the policy;
- Acknowledge deficiency of the land adjoining the motorway which cannot be developed due to noise, proximity to road network etc.;
- Should be low density development limited to 2 storeys which protects views of the protected structure;
- Table 12-1 should provide specific conditions that developers of KDAs are expected to meet in their planning applications to An Bord Pleanála;
- Complete a Traffic Impact Assessment;
- Provide an additional exit from the M4 at the Celbridge Road.

Celbridge Road East Key Development Area

The proposed inclusion of Celbridge Road East KDA in the Draft Plan received a substantial number of submissions with specific issues of concern including the following:

Zoning/Principle of Development: Many submissions request that the KDA be removed from the plan and that the zoning of the site be changed to '*1 – Agriculture*' as per the 2017-2023 Local Area Plan. It is stated that lands were removed at the material alterations stage of the last LAP. A significant number of submissions suggest that zoning is contrary to the Metropolitan Area Strategic Plan (MASP) of the RSES.

Density and height: It is suggested that development should only be low level and low density to protect cultural heritage of surrounding area. Concerns are outlined about the stated estimated density of 35 UPH and the development of 3 storey buildings adjacent to established residential areas and impacts on existing views development will have.

Levels: The difference in levels between the KDA and Wogansfield and Leixlip Park could give rise to overlooking, overshadowing and potentially flooding/drainage issues. The provisions in the plan regarding the remediation of this problem are vague and could give rise to misinterpretation. A comprehensive approach to minimise the effects of the height disparity should be prepared.

Environment and Biodiversity: A significant number of submissions state that the KDA will destroy the natural heritage of the area, high quality amenity areas and other green spaces in the Guinness estate. A number of submissions stated that proposal is contrary to the Environmental Report which clearly states the loss of open space and amenity use could also be considered to have the potential to give rise to negative effect on population and human health. Other submissions state that no ecological analysis of the site has been carried out to determine its suitability.

Built Heritage: Submissions stated that the proposed KDA will have a negative effects on Leixlip Castle and Demesne and its setting; the proposed development will open up the possibility of further encroachment into the existing Guinness estate for future development; The KDA will result in the demolition of the Demesne gate lodge to facilitate the vehicular entrance; removal of sections of the Demesne wall to facilitate access should not be allowed; views will be diminished; significant hedgerows and trees will need to be

removed to facilitate development; the trees that surround Leixlip Castle will only hide the proposed development when in foliage. It is suggested that the LAP should require a comprehensive design in respect of the Demesne boundary wall to prevent misuse/damage and implement safety measures, and to protect curtilage and views.

Traffic: Concern expressed regarding the impact the development will have on traffic particularly in conjunction with the construction of 450 units currently being developed on the Wonderful Barn site; Celbridge Road already has traffic issues and serves a large number of existing residential areas and a variety of uses such as schools and the HP site; the workability of the entrance of the KDA to the Celbridge Road is also unclear; the KDA lacks a Traffic Impact Assessment.

Linkages: Concern is expressed by residents of Wogansfield and Leixlip Park in relation to proposed linkages, safety concerns for children walking to school; threat of anti-social behaviour; concerns for security; lack of space for designated pavements. Proposed links do not comply with DMURS standards; if pedestrian and cycle access at Leixlip Park and Wogansfield are re-introduced in the future there will be strong local resistance to this. The connection shown to Pound Street is not a viable link to the village due to difference in levels and other engineering issues. Questions over the viability of the proposed historic / tourist trail through the KDA.

Flooding/Drainage: Concerns in relation to drainage and flooding issues on the site were also raised where it is noted that the height of the land at the site was altered during the construction of the M4 and that the Draft Plan states that the height of the lands is to be reduced prior to the commencement of development in the KDA. Issues are raised as to the effect of altering the levels of the land in light of instances of historic flooding. There is no commitment to on site flood risk analysis in the Draft Plan for the Celbridge Road East KDA.

Site boundary and Open Space: The development will destroy a strategic open space that forms part of the green corridor in the Leixlip area. Regarding the strategic open space on the site the reality is that the lands bordering the motorway is land that were unsuitable for the development of housing due to their location to the M4. The proposed removal of trees from the boundary area is contrary to the policies of the LAP. The boundary area (hedgerow, ditch and boundary wall) between the existing estates and the KDA should be retained with a suitable barrier; this should be excluded from the 15%. The minimum requirement of 15% open space within the KDA has been omitted from this plan. An environmental study should be conducted on both the KDA site and the hedgerows and trees along Pound Street and Celbridge Road that would be affected by any development in the KDA.

Pollution: Concerns regarding groundwater in the area being highly/extremely vulnerable. The development will cause massive increases in pollution and increased noise levels. The plan shows a lack of consideration to new residents in relation to noise from the M4 motorway. KDA is proximate to Weston Airport and future noise levels generated by the airport have not been considered in the LAP.

Residential Amenity: The proposal will negatively impact on the existing residential amenity of adjacent areas. Development will completely alter the current environment in which residents have been living for many years and undermine their property values and way of life.

Leixlip Gate Key Development Area

The Leixlip Gate Key Development Area was referenced in submissions with regard to the density of residential development proposed at the site which is higher than a previous plan. Submissions raised concerns include how this density will be achieved, and particularly what impact a higher density will have on existing residential development. Issues regarding the perceived inadequate access from Easton Road were highlighted, which is not outlined for improvement works and which will require safety improvement works in light of any large scale residential development. Questions were also raised regarding how this will be achieved if development is piecemeal. Further to Easton Road, submissions referred to a lack of pedestrian crossings and bus services to serve the KDA while the perimeter of Beech Park is noted to comprise a security risk which requires further attention.

Suggested additional specific objectives/policies/recommendations for consideration in the final plan include:

1. Delete *"high quality....buildings 3-4 storeys may be provided at the roundabout junction of the R449 and Green Lane along the perimeter with R449"*
2. Include for statutory consultation with stakeholders
3. Table 12-1 should provide specific conditions that developers of KDAs are expected to meet in their planning applications to An Bord Pleanála
4. Remove area in northeast which has planning permission for a single dwelling.
5. Indicative vehicular access from Leixlip Gate Avenue should be relocated south
6. Recommend two residential properties south of Kilmacredock House be included in the KDA,
7. Revise Figure 12-3 to better illustrate landscape, heritage and green infrastructure principles. In particular, former demesne wall of Castletown House should be clearly identified as such, as it is currently marked as a hedgerow
8. The demesne wall will limit accessibility to the otherwise landlocked KDA3 development lands south of the wall. Therefore it is suggested that the indicative main public open space north of the wall and access to all of the southern lands should be reconsidered/relocated.
9. Clarify that figures in Table 4-1 "Estimated Residential Capacity" are estimates only.
10. A Noise study needs to be completed on the effect of motorway noise from M4;
11. Complete a Traffic Impact Assessment;

Black Avenue Key Development Area

The proposed inclusion of Black Avenue KDA in the Draft Plan received a large number of submissions with specific issues of concern including the following:

Zoning/Principle of development: Many submissions request that the KDA be removed from the plan and that the zoning of the site should be changed to 'F – Open Space and Amenity' as per the 2017-2023 Local Area Plan. It is stated that lands were removed by unanimously material alterations stage of the last LAP. Many submissions suggest that the zoning contrary to the Metropolitan Area Strategic Plan (MASP) of the RSES. Other submissions note that the site was refused for permission for similar development in the 1990s. Many state that there is no demand for housing in the area. Numerous submissions argue that such development should not be allowed to occur on publicly owned land/lands located within St. Catherine's Park.

Environment and Biodiversity: The KDA is threatening and destroying natural heritage (including hedgerows, grasslands and mature trees), high quality amenity areas and other green spaces in the environment of St. Catherine's Park. It is further noted that the area is home to bats which are a protected species. A significant number of submissions stated that proposal is contrary to the Environmental Report which states the loss of open space and amenity use could also be considered to have the potential to give rise to negative effect on population and human health. The mandatory need for the completion of Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) and Environmental Impact Assessment (EIA) on any development within 500m of St. Catherine's park is also requested. Other submissions state that no ecological analysis of the site has been carried out to determine its suitability.

Traffic: Many submissions note that the proposal is sited within a cul-de-sac which already suffers from congestion and capacity issues owing to the need for trucks to access the water treatment site. Concerns are outlined about the effect that adding 350 houses in the area will cause for existing residents and the effect that it will have on the junction of Mill Street and Main Street. Many submissions state that there has been a lack of a Traffic Impact Assessment on the proposed development.

Public Transport: Proposed development is contrary to MT3.8 *'To ensure that any significant new development takes place in proximity to public transport routes and can be adequately served by the road network.'* The KDA proposal has no public transport route and no road network.

Black Avenue: Proposal will negatively affect the setting of Black Avenue which it is stated currently provides a safe and picturesque access route to St. Catherine's Park. Submissions question necessity of proposed new route through the KDA to the car-park of St. Catherine's Park and state that its development will result in a loss of woodland. Numerous submissions note that Black Avenue is extremely narrow and currently in a poor state of repair and the route will require a significant upgrade. Several submissions question why such works would be carried out as they will be solely to the benefit of a private development.

Flooding: Submissions state that Draft Plan includes no commitment to the carrying out of a flood risk assessment on the site.

Pollution: The development will cause massive increases in pollution, increased noise levels, and illegal dumping. Concerns about the vulnerability of ground water in the area are also raised.

Emergency Services: Submissions state the existing residents; health and safety is being put at risk due to the traffic implications to response times from emergency services i.e. Fire Brigade which is located in Mill Lane.

Strategic Open Space: Proposed KDA will cause the loss of an area of strategic open space that plays a vital role in the town at a time when such land is becoming scarce. Proposal would negatively affect the setting of St. Catherine's Park and opens up the possibility of further encroachment into the existing park for future development.

Residential Amenity: The proposal will negatively impact on the existing residential amenity of adjacent areas. The proposed development will cause an increase in antisocial behaviour and crime due to the proposed new pedestrian and cycle links to adjoining areas (Glendale Meadows).

Built and Archaeological Heritage: Concerns raised over impact of KDA on the built and archaeological heritage of the area; proposal contains no details on how St. Catherine's Well

(located just off Black Avenue) might be affected. The Black Avenue area is stated to be of interest to the archaeology team in Fingal County Council and the National Museum.

One submission is in agreement with, and supportive of the proposed zoning designations for Black Avenue KDA. It notes that the proposed zoning will facilitate the creation of important road/junction improvements and strategic pedestrian/cycle routes in the area. The submission references the Social Infrastructure Audit (SIA) and the need for additional strategic open space in the town and states that Black Avenue KDA will assist in delivering this requirement. The submission notes that the KDA assists with resolving the deficiency in the previous Local Area Plan as identified by the Minister, as the land is suitably located within the town having regard to the sequential approach. The proposal will also help to address problems of anti-social behaviour in the area. The submission notes that the proposals for the Black Avenue KDA were not shown to be inconsistent any of the detailed reports accompanying the Plan.

The proposed KDA is also welcomed in another submission which states that it has been many years since there was any substantial housing development in this area and notes the lack available of housing in Leixlip. The submission also welcomes the fact the traffic is not proposed to come through Captain's Hill.

Collinstown

A number of submissions were received which relate to the lands at Collinstown, many of which identify that the lands are designated in the Eastern and Midlands RSES as a strategic employment location in the Dublin Metropolitan Area.

2 submissions raise concerns regarding the extent of detail within the indicative site block form diagram under Figure 12-6 of the Draft LAP. Both submissions highlight that there are a number of landowners associated with the lands and one identifies that the layout/general design of traditional urban-design format master-planning may not be appropriate for the types and scale of uses that will be required on these lands, i.e. rapidly-changing, high-tech/biotechnology, research and development, information and communications technology, and manufacturing sectors and suggests that more flexibility should be given to include consideration of incorporating enterprise, business and (light) industrial/ warehouse uses as 'Open to Consideration', recognising that it is not always possible to 'pigeon hole' some businesses into one classification over another, and that there are often synergies and other mutual benefits to be accrued in providing for different uses within an employment zone.

A separate submission also highlights that Special Planning Policy Requirement (SPPR) 2 in the Urban Development and Building Height Guidelines (December 2018) requires that planning authorities avoid 'mono-use' zoning objectives on large development sites, and provide for a mix of uses 'in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities' and states that it is therefore not appropriate to apply a 'mono-use' zoning objective to the lands (Q Enterprise & Employment) and makes reference to the status of Leixlip in the RSES and also the RPGs (Regional Planning Guidelines, 2010-2022) [superseded] and requests that the zoning objective for the lands at Collinstown be

amended to provide for a mixed use development. Another submission suggests that the zoning objective for Collinstown should provide for a new mixed use district centre with an associated retail floor space between 5,000 and 10,000sqm with an appropriate quantum of residential, leisure and community components and suggests that the sort of proposal would support the delivery of a future train station at this location and suggests that the lands would benefit from an allocation of residential zoning.

A number of submissions suggest that a masterplan is required to 'unlock' the lands. However, it is suggested that increased flexibility is required in order to fully realize the potential of the lands. Another submission suggests that individual masterplans (by each of the relevant landowners) would be more appropriate and another of the landowners states that whilst it is acknowledged that the design is indicative only, suggests that certain aspects of Figure 12-6 should be amended and/or removed entirely as they do not accurately represent the layout of the blocks of development possible within Collinstown to the correct scale and have pre-supposed the location of various inter-connected uses without the benefit of technical or commercial analysis. Issues such as the location of the pedestrian link, the location of the blocks and that existing field hedgerows should not be included as 'a primary form giver to the pattern of development and operation of a large-scale Business & Technology campus' but should be subjected to assessment from a qualitative and biodiversity/ecological perspective. The submission states that the hedgerows identified as 'constraints' are subject to assessment at detailed design and planning stage as to their suitability for retention in a modern Business & Technology campus environment.

Other issues raised regarding the lands at Collinstown include the potential for the sterilization of lands below the Overhead Powerlines (OHLs) and the implications for same and suggest that there is no government policy or technical reason to provide such a reservation.

Another submission states that it is in their (the landowners) best interests to continue farming the land for the foreseeable future or until a better designed and workable plan for the lands at Collinstown can be produced.

Confey Urban Design Framework

The proposed inclusion of the lands at Confey as outlined in the Confey Urban Design Framework in the Draft Plan received a significant number of submissions with specific issues of concern including the following:

Requirement for a Masterplan: Submissions state that Draft LAP only provides a preliminary design guide for the future development of lands. The requirement by ministerial order is to provide a masterplan. It is further suggested that the masterplan should be subject to a separate public consultation process.

Zoning / Principle of Development: Many submissions express concern in relation to the scale and nature of the proposed zoning on the Confey Lands. Reference is made to the fact that the UDF is being justified on the basis of regional figures and proximity to a rail line. A significant number of submissions suggest that zoning is contrary to the Metropolitan Area Strategic Plan (MASP) of the RSES.

Residential Amenity: Submissions stated that the proposal will have adverse impacts on the existing residential amenity of both residents in Confey and within the established

residential areas south of the railway line. Reference is made to Confey's existing character, defined by agricultural lands and one-off rural dwellings. The area is noted to be used by the people of Leixlip for running, walking and hunting purposes. It is argued that the proposal will completely alter the current environment in which residents have been living for many years and undermine their property values and way of life.

Confey GAA Grounds: A significant number of submissions were received on the issue of Confey GAA club grounds and the proposal in the UDF to relocate the Club and its associated facilities to a new site approximately 600 metres to the northwest of its existing location. It is noted that the submissions came from both members non-members of the club, with the members of the club stating that they have no plans to relocate and will be staying on the site. The importance of the role and contribution that Confey GAA Club plays in the cultural, social and recreational life of the residents in the area is a defining feature of the submissions received. Many submissions take strong exception to the fact that the location of the club is referred to in the UDF as representing an '*underutilisation*' of strategic lands in Section 2.1.3 of the Framework. Other submissions note the location of the club and its proximity to established residential estates makes it a safe and accessible destination to walk to for people in the area, particularly for younger members of the club. In this regard it is noted that the proposed location of the club will be at some distance from existing residential areas and will necessitate increased travel by car.

Compulsory Purchase of Properties: Several submissions make reference to the fact that the compulsory purchase of properties within the Confey UDF is not mentioned in the Draft Plan.

Density and building height and residential mix: Concerns are raised about the proposed densities within the UFD and the proposed heights of buildings (of up to 5 storeys) is way in excess of any demand locally and will negatively impact on the current residential population both during its construction and once occupied. Submission 338 suggests that this should be modified to be less prescriptive in terms of providing 3 or 4 storey buildings. Other submissions make reference to developments such as Tyrellstown and Adamstown where it is stated that this is not a desirable solution for Confey. Submissions suggest that if the lands are to be developed, an alternative lower density design scheme should be adopted, one which would be in keeping with the existing character of the area and one that can act as best practice for other towns. Regarding the issue of densities it is noted in one submission (Submission 338) that this can be achieved without the need to develop apartments and that the UDF document should be adopted a more flexible approach in this regard.

Wayleaves: It has been noted that the UDF fails to take into account all of Bord Gais/ Irish Water wayleaves in the area and therefore the UDF should have a degree of flexibility regarding the final layout of roads, footpaths, open space etc.

Confey Cemetery: Issues surrounding the expansion and flooding event within Confey Cemetery were outlined in many submissions. One submission has concerns over burial space provision at Confey cemetery and plans to construct apartments around the area. Also of concern is the arrangement for adequate parking for funerals which is currently being provided by Confey GAA Club.

Community Hub: One submission has an issue with the name '*community hub*' while another notes that Confey already has a community hub and it is called Confey GAA club.

Other submissions refer to the envisaged facilities in Confey such as the community hub stating that the plan contains no definite commitment to developing any of the community infrastructure outlined in the UDF. Reference is made for the need of be a social hub and play park to be developed for young people in Leixlip as part of the development of the Confey Urban Area.

Flooding/Drainage: Concerns in relation to drainage and flooding issues within the Confey lands have been raised by residents. Previous flooding events in the area have been cited in several submissions. Another issue of concern is the potential impact that such a large scale development will have on drainage within the UDF and on areas downstream.

Environment and Biodiversity: A significant number of submissions state that the Confey UDF will destroy many of the areas original features including trees, hedgerows and grasslands which is contrary to the council's own policies and is also contrary to the Environmental Report which clearly states the loss of open space and amenity use could also be considered to have the potential to give rise to negative effect on population and human health. Other submissions state that no ecological analysis of the site has been carried out to determine its suitability.

Strategic Open Space: Numerous submissions note that this expansion will occur in a rural area which currently forms a green buffer zone between Leixlip and Dunboyne and the development will destroy this Strategic Open Space which forms an important green corridor. This proposed development opens up the possibility of further encroachment into the adjacent farmland for future development.

Traffic/Roads: Concern expressed regarding the impact the development will have on traffic particularly in relation to the impact of the scale of development on Cope Bridge, Captain's Hill, Main Street and the carrying capacity of the surrounding rural roads. Residents in these areas along with existing open space (around Cope Bridge) will also be negatively affected. The proposals to upgrade these roads are noted however many submissions question the deliverability of such infrastructural improvements. The lack of commitment in the documentation to deliver such infrastructure is a major problem that undermines the entire plan. In this regard reference is also made Strategic Transport Assessment for Confey which outlined a number of road infrastructural options. It is noted no decision has been made regarding any of these options despite the pivotal importance of them to the entire Local Area Plan.

Other submissions received outline concerns in relation to the potential impact of upgraded and widened roads on their properties. Several submissions make reference to RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) which was carried out as part of the preparation of the 2017-2023 LAP but subsequently left out of the redrafted LAP. This report referred to no more than 250 houses being built on these lands prior to the upgrading of Cope Bridge. A number of submissions state that a traffic impact assessment needs to be carried out.

Public Transport and Park and Ride Facilities: Many note that the existing rail and public transport system cannot be considered high quality and suffers from chronic overcrowding at peak periods. Other submissions note the reliance of the UDF on the extension of DART services to Leixlip and beyond. It is further noted that the plan is presuming that the future residents will predominately want to travel on the line. However, such a service will only cater for a limited amount of trip journeys generated by the development (i.e. commuting to/from work in Dublin City Centre). Bus services are stated to be inadequate with only one crowded Dublin Bus service serving Confey. It is stated that the Bus Connect plan proposes

to change the route of the 66A and thereby cutting off access to transport to Dublin City Centre, via Lucan from the Captain's Hill and to all of the 1,340 residential units at Confey UDF. Many submissions make reference to the inadequate size of the present car park at Confey rail station and the fact that the UDF only proposes to develop a 50 space park and ride facility. Submissions state that this is wholly inadequate and the location proposed is too far from the station. 400 park and ride spaces is stated to be the necessary amount that is required for such a facility.

Linkages: Submissions refer to the proposed pedestrian/cycle bridges connecting Confey lands with the Riverforest and Glendale Meadows residential estates. Submissions state that the proposed linkages will have negative impact on residents in River Forest, Glendale, Glendale Meadows, Newtown, Avondale, St. Mary's Park, Mill Lane and Ryevale Lawns as they are exposed to through pedestrian and cycle traffic from this development which is being routed through their estates bringing a potential increase in anti-social behaviour and crime. Concerns are stated about the design of the proposed bridges over the canal/railway line and the impact for the pedestrian/cyclist routes on the existing amenity space within the estates.

Neighbourhood centre: Concerns are outlined over the quantity and extent of retail units to be provided within the UDF. Many state that the proposed neighbourhood centre is too close to the existing centre at Riverforest and its development will result in boarded up and vacant units in Confey. One submission questions the need for an anchor tenant in Confey. Other submissions question the need to support a strong night time economic in Confey.

Built and Archaeological Heritage: Several submissions outline the extent of the existing built and archaeological heritage in Confey citing the Confey Church and the ruins of Confey Castle as examples. Concern is expressed over the location of the proposed new road to the north of Confey Castle. Other submissions state the plan does not provide the conservation plans re Confey graveyard and archaeology sites of interest in the area. One submission asks what are the exact plans formulated as part of the masterplanning process to ensure their protection.

Pollution and noise: Concerns are outlined in relation to potential impact of the development on groundwater which is stated to be 'highly / extremely vulnerable'. The scale of development proposed will also cause increases in noise levels.

Chief Executive's Response

Overarching Issues

On the principle and quantum of the lands zoned within the Key Development Areas, Confey and Collinstown these issues are addressed Sections 4.4 (Core Strategy) and 4.7 (Residential Development Capacity) of this report.

The design and layout of the KDAs are intended to provide both assistance and flexibility to all parties involved in the development process, including Kildare County Council. To this end, it is noted that Section 12.1 of the Draft LAP states that the purpose of the design briefs for the KDAs are to '*broad parameters for the future development of these areas and are indicative in nature... with the character and layout envisaged for each area ... depending upon the existing topography, environmental features...*' A detailed design and urban context assessment will be required for any planning application. No change recommended.

On the issue of phasing and delivery of infrastructure within the KDAs it is noted that Sections 12.1.2 and 12.6 of the draft plan are designed to ensure the delivery of priority infrastructure within each development in tandem with development. The Urban Design Framework for Confey also includes detailed provision on phasing and delivery of infrastructure.

It should be noted, as outlined in Section 5 of this report, that it is recommended to amend the text of section 12.1.2 to state that *'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 12-6.'* This will provide a further safeguard on the provision of associated servicing infrastructure and open space in tandem with residential development. Furthermore, on foot of the submission from the Office of the Planning Regulator, it is also recommended that a more comprehensive phasing schedule governing the timing and delivery of the KDAs and the Confey UDF be incorporated in the Plan (Please refer to Sections 3.1 and 5 of this report).

Regarding site visits to the proposed KDAs by elected representatives it is not, as part of plan preparation, current practice for the local authority to require or organise for every Councillor in the county to visit every proposed KDA.

Wonderful Barn Key Development Area

It is noted in the submissions that there appears to be a level of confusion over the Wonderful Barn KDA (where construction has already commenced) and the Wonderful Barn complex and its attendant lands which do not form part of the KDA.

It is agreed that any future development strategy for the area should have the utmost regard for protecting and maintaining the visual relationship between the barn and Castletown House, however it should be noted that the Wonderful Barn and its attendant lands do not form part of the Wonderful Barn KDA. Any plans regarding the protected structure and its surround grounds are addressed under Section 4.6 of this report. Objective MT1.11 provides for a pedestrian/cycle connection between the Wonderful Barn and Castletown House. The land in this area is not considered deficient as it has a stated strategic purpose to maintain the setting and visual link between the Wonderful Barn and Castletown House. It should be noted that this prospect between the Wonderful Barn and Castletown House has been afforded protection under the Kildare County Development Plan (CDP, Chapter 12, Map Ref. V1-12-13).

On the issue of traffic, a Transport Impact Assessment shall be required de facto as part of any development proposal submitted (refer to Objective MT 3.11) for the KDA.

Low-density residential development is considered to be an unsustainable land use in such a location. A balance must be drawn between providing adequate housing for the expanding population while also protecting existing residential amenity and heritage issues such as visual links between the Wonderful Barn and Castletown House. With regard to detailed design in the KDA, planning permission has already been granted by An Bord Pleanála for residential development under the Strategic Housing Development process. Kildare County

Council was a third party to this process, with the final decision regarding densities, design, number of stories etc. determined by the Bord. No material alteration recommended.

Celbridge Road East Key Development Area

Regarding the principle of the development, as has been noted previously in this report, the decision to include proposed the KDA is based on the principles of compact growth and the sequential development of settlements as outlined in strategic planning policy documents such as NFP and RSES. It should be noted that in its submission to the Draft Plan, the Office of the Planning Regulator expressed no concerns regarding the proposed zoning. Furthermore, it should be noted that National Transport Authority in its submission welcomed the zoning of Celbridge Road East as it reflected the core principles of integrated land use and transport planning as set out in Transport Strategy for the GDA 2016-2035. No change recommended.

Regarding densities, design, number of stories etc. the Plan must comply with the principles of compact growth and the delivery of residential development at sustainable densities. Low-density residential development is considered to be an unsustainable land use in such a location. A balance must be drawn between providing adequate housing for the expanding population while also protecting existing residential amenity and heritage issues. However, having regard to the concerns outlined in the submissions and taking into account the response in this report to the submission of the Office of the Planning Regulator (refer to section 4.1 of this report) it is recommended that the estimated number of units in the KDA reduced from 355 to 280. This will necessitate the layout of the proposed built form and strategic open space to be amended accordingly.

The concern surrounding the differences in levels between the KDA and established residential areas is acknowledged. It is recommended greater emphasis be placed on the need to resolve the difference in heights without causing any unintended consequences regarding drainage and flood risk. It is therefore recommended that a site specific flood risk assessment be carried out as part of any planning application.

The importance of the demesne wall and adjacent trees and vegetation is acknowledged. Accordingly, it is recommended that the redesign of the layout of the KDA would ensure that the demesne wall becomes a defining feature within the KDA and is set within a buffer of public open space. It is not envisaged that the demesne gate lodge will need to be demolished to accommodate a new access point to the KDA.

The concerns of residents about the proposed pedestrian and cyclist links through adjacent established residential areas are acknowledged. It is recommended that these links be removed from the Figure 12-2. It is considered that the feasibility of the link from the KDA to Pound St be investigated as part of any planning application. It is further considered that the proposed Historic/Tourist Trail route in Figure 12-2 be retained.

On the issue of traffic, a Transport Impact Assessment shall be required de facto as part of any development proposal submitted (refer to Objective MT 3.11) for the KDA. Also, it should be noted Objective MT3.13 stipulates that the development of the KDA shall only

commence upon completion of the proposed link through the former HP lands to the M4 interchange at Junction 6. No change recommended.

It is noted that a minimum of 15% is already provided for in the design brief for the Celbridge Road East KDA and additional strategic open space is provided to the south of the KDA.

On the issue of pollution (risks to ground water etc.) it is noted that such risks will be dealt with through the development management process on foot of any planning application made for the KDA.

Regarding the issue of noise it should be noted that Objective MT3.10 provides for implementation of the Kildare Noise Action Plan. Taking into account the extensive boundary the KDA has with the M4 it is recommended that an enhanced level of landscaping be inserted to reduce the effects of noise pollution. Furthermore, it is noted that TII intends to resurface the M4 between Maynooth and Lucan in 2020. The surface material being proposed is a SMA (a low noise surface) which would have a reduced noise level compared to the existing surface.

Leixlip Gate Key Development Area

Regarding densities, design, number of storeys etc. the Plan must comply with the principles of compact growth and the delivery of residential development at sustainable densities, as outlined in the NPF, the RSES and the relevant Ministerial Guidelines issued under Section 28 of the Planning and Development 2000 (as amended). Low-density residential development is considered to be an unsustainable land use in such a location. A balance must be drawn between providing adequate housing for the expanding population while also protecting existing residential amenity and heritage issues. Any planning application for development will be subject to assessment of such issues and will also be required to follow statutory regulations regarding advertising notification of intention to apply for planning permission. The public will have an opportunity to submit observations and objections to any specific development proposal for the KDA at this time. No change recommended.

A Transport Impact Assessment shall be required de facto as part of any development proposal submitted (refer to Objective MT 3.11) for the KDA while Objective MT3.10 provides for implementation of the Kildare Noise Action Plan.

It is noted that submission has been received from a landowner of a significant portion of the KDA, namely the northern section. This submission (Submission 367) made a number of specific recommendations set out in items 4-9.

The request outlined in item 4 is noted and accepted, this will also necessitate the moving of the indicative entrance to the south as requested in item 5.

In keeping with the objective of the County Development Plan support the orderly and efficient development of newly developing areas on the edges of towns (Objective RH 10) and to avoid the piecemeal development of a key residential area, it is considered that the request outlined in item 6 that two residential properties south of Kilmacredock House be

included within the KDA be accepted. This will also enable a change in the layout of the KDA and allow more built form to address Leixlip Gate Avenue and the Beech Park Estate providing a better level of passive surveillance.

Regarding issues raised in relation to the demesne wall, it is accepted that the wall should be clearly identified in Figure 12-3. Therefore it is considered that the internal layout of the KDA including the open space be amended to ensure that the demesne wall is as far as possible incorporated as an important feature within the open space of the KDA.

The request that the title of Table 4-1 '*Estimated Residential Densities*' be clarified as estimates only is noted. The word 'estimated' in the title provides sufficient clarity that the figures outlined in the table are estimates only. No change recommended.

Black Avenue Key Development Area

The contents of submissions raising concerns in relation to the KDA at Black Avenue are noted. At the outset, it should be noted that the lands comprising the Black Avenue KDA are presently under private ownership and do not form part of St. Catherine's Park.

It is acknowledged that significant roads infrastructure and access issues were identified in the Strategic Planning and Infrastructural Assessment (SPIA) in relation to the lands at Black Avenue KDA, however the lands presented well in terms of the sequential approach and proximity to physical and social infrastructural services.

Following receipt of the large number of submissions regarding the proposals at Black Avenue, a more detailed assessment was carried out. The findings detailed that Black Avenue is not currently taken in charge and not in the ownership of KCC. The registered owner according to land registry is the OPW. Structurally the road is narrow with a width of approximately 4 metres with a steep vertical alignment. The road has relatively steep slopes on both sides, to the south being a drop into the back gardens of private residential properties and north the Leixlip Manor estate. 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 however this would not be a suitable or feasible solution if traffic flows were to be increased. 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.

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 (2020-2023⁸), such lands should not be zoned for development or included within a plan core strategy for calculation purposes.

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.

Collinstown

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

The lands at Collinstown are strategically located in North Kildare at a location which is highly accessible in the context of the strategic road and rail networks and have the potential to facilitate a critical mass of higher-grade business and technology uses at this prominent location. The lands are also well positioned within the Intel and Hewlett Packard tech cluster and close to Maynooth University. The significance of the lands at Collinstown are noted throughout the Draft LAP and in the Kildare County Development Plan. In addition, the designation of these lands as a strategic employment location for North Kildare in the RSES was supported by Kildare County Council during the preparation and adoption of this strategy. The LAP through the inclusion of a number of policies and objectives provide for the coordinated development of these lands through the preparation of comprehensive masterplan. Whilst the concerns regarding the requirement for a masterplan are noted, this requirement is fundamental for the delivery of a high quality, attractive and sustainable employment campus which facilitate the efficient use of this land bank at a highly strategic location. No change recommended.

The issues regarding the details set out in Figure 12-6 are noted. The design principles and priorities for Collinstown are set out under Section 12.7.3 of the Draft LAP which addresses urban design, access, circulation and permeability and open space and landscaping. An **indicative design concept** is provided under Figure 12-6 to support these principles. Having regard the complexities associated with the lands at Collinstown, including (but not restricted to) land ownership, access and transportation issues, the physical landscape, the

⁸ See Material Alteration no. 1

exact details regarding the possible new train station and the designation of the INTEL lands as a SEVESO site, it is considered appropriate to remove the indicative design concept under Figure 12-6 and replace same with a new objective to require the preparation of a comprehensive masterplan for the Collinstown lands to address issues such as design, mix of uses, movement and transport (public & private) and provision of appropriate recreational spaces. This objective will require a single masterplan to be prepared for the entire lands to ensure that the integrity of this strategic land bank is maintained. The proposal to remove the indicative design concept will provide the opportunity for landowners to collaborate and provide a site-specific analysis of the receiving environment to identify suitable land uses at appropriate locations across the sites.

In relation to the suggestion that there is no flexibility within this land use and the further suggestion that the zoning is 'mono-use', Table 13-3 of the draft LAP illustrates the range of land uses together with an indication of their broad acceptability within each zone. The Q zoning (Enterprise & Employment which is identified for the lands at Collinstown has a broad range of uses which are considered to be permitted in principle (Y) and open for consideration (O) which include car parks, park & ride facilities (Proposed Material Alteration no. 60) Crèche/Playschool, Industry (Light), Parks/Playground petrol station, limited convenience shopping and offices. The matrix set out in the LAP is not exhaustive and consideration will be given within the context of the masterplan to other high quality employment generating uses.

The submission which states that one of the landowners feels it is in their best interest to continue farming our land for the foreseeable further or until a better designed and workable plan for the KDA can be produced is noted and as a result of the proposal to require the preparation of a masterplan (and to remove the indicative design concept under Figure 12-6) will now be provided with an opportunity to contribute to a comprehensive masterplan for these lands. It should also be noted that the proposed land use zoning does not preclude the continued use of the land for agricultural purposes.

The submission which suggests that an allocation of housing should be provided for within the Collinstown lands are also noted. The NPF & RSES promote compact growth and strengthened communities at locations which have access to childcare, education and health services. Section XX of this report addresses housing allocations and delivery and identifies sites within the town which are located sequentially closest to the town centre proximate to the availability of physical and social infrastructure and various modes of public transport. No change recommended.

Confey Urban Design Framework (UDF)

On the issue that Confey requires a masterplan as has been previously noted (refer to Section 4.1 of this report) the Ministerial Direction required "the phasing of new development in tandem with the delivery of required infrastructure that should be determined through a detailed infrastructural assessment and master planning process for significant new housing development areas." The draft LAP provides an overarching '*Urban Design Framework*' for the development of the Confey area which was supported by a Sustainable Planning and Infrastructural Assessment. Objective CON1.1 of the Plan provides for a more detailed masterplan for the lands to be carried out. It is noted that in its

submission to the draft plan the Office of the Planning Regulator did not raise any issue with the contents of the plan regarding Confey UDF. The objective provides for the masterplan to be agreed in writing with Kildare County Council and does not stipulate that it should be subject to a public consultation exercise. No change recommended.

Regarding the zoning of the lands north of Confey, in light of the existing topographic and land use constraints in Leixlip where urban expansion is limited by the presence of the Carton Demesne, the M4, the River Liffey etc. the greenfield lands at Confey represents the most logical area to direct and guide the sustainable long term urban expansion of the town. This decision is reinforced by plans to extend DART services to Leixlip by 2027. This strategic approach adheres to the provisions of the Metropolitan Area Strategic Plan (MASP) of the RSES which promotes an integrated approach to land use and transport planning. It is noted that a proposed material alteration as detailed in Section 4.1 of this report seeks to amend the phasing profile of the Confey UDF lands in order to ensure the sequential development of lands that are closer to the town centre and have less infrastructural and servicing obstacles to overcome.

It is further noted in light of the proposed material alterations to omit Black Avenue KDA and reduce the number of units proposed to be constructed in Celbridge Road East KDA (Proposed Material Alteration 44 and Proposed Material Alteration 46) the number of units proposed for Confey will increase from 1,340 to 1,765 units. This will result in the boundaries of the UDF being expanded in certain areas. It is recommended that any extension in residential zoning be provided for in areas contiguous to those already zoned 'C – *New Residential*' in the Draft Plan.

It is acknowledged that the character and landscape of the Confey will be greatly altered by the development of the lands. However, the UDF makes provision for the area to be served by new community, open space and amenity infrastructure including the development of a community hub, dedicated pedestrian/cycleways, schools and playing fields alongside the protection, enhancement and integration of green infrastructure. It is considered that such facilities will when built will enhance the recreational and amenity options of the residents living in the area.

The critical role that Confey GAA club plays in the life of the residents of Confey and adjacent areas is acknowledged and accepted. Furthermore, it is considered that the use of the word '*underutilised*' in the UDF document to describe the club lands is unfortunate and misrepresents the overall aims of the Draft Plan where it is a policy (HC4) '*to facilitate and support a broad range of community, cultural and recreational facilities to service the needs of the residents of Leixlip*'. However, it should be noted that '*underutilised*' was meant purely in land use planning terms, given the proximity of the lands to a future DART station. The provision for a proposed new location for the Confey lands was based on the premise that the club will need additional capacity to accommodate an increase in the residential population of the area and will find it difficult to expand on its present site given the nature of the surrounding land ownership and the location of the rail line / canal to the south of the Club. While it is acknowledged that the proposed location is further away from existing residential areas, the plan provides for the site to be accessed by high quality off -road green routes. In addition the proposed pedestrian/cyclist bridges over the rail line / canal

will increase the accessibility of the site from the established residential estates to the south of the UDF.

On the issue compulsory purchase, the Draft Plan does not include any aim or reference to compulsory purchase in any of the stated policies, objectives or actions. It should be noted that just because a specific site has been given a particular land use designation by a new Local Area Plan this does not mean that existing uses on that site cannot continue. There is no requirement on Confey GAA to move from its present location.

The promotion of increased residential densities on sites that are located proximate to high quality public transport options is a key feature of national and regional planning policy. This is further encouraged by various statutory Ministerial Guidelines which have been issued under Section 28 of the Planning and Development Act 2000. Therefore, it is considered that low-density residential development is an unsustainable land use in such a location, adjacent to a railway station (and future DART station). A balance must be drawn between providing adequate housing for the expanding population while also taking existing residential amenity and contextual issues into consideration. While the UDF does provide details on building heights it is references to building height will be further considered as part of a Masterplan for the area. It is considered acceptable that the plan provides additional flexibility on the development of apartments, whilst maintaining the overall proposed density levels.

On the issue of wayleaves, it is noted that there are several traversing the site, accordingly it is recommended that the Confey Urban Design Framework be amended to provide a degree of flexibility on the final alignment of routes, cycleways and open spaces to accommodate this infrastructure.

The issue raised in relation to flooding in Confey has been addressed in Section 4.6 of this report under Faith (Confey Cemetery expansion and cemetery capacity issues). In relation to the question as to the suitability of apartment developments adjacent to the cemetery, it is noted that cemeteries are a well established part of our urban settlements and consequently it is not considered that the development of apartments around the cemetery will have any adverse impacts. It is noted that the community hub will provide additional car parking space which can be also utilised to accommodate funeral traffic.

The community hub is envisaged to be a centralised space for the location of community infrastructure closely linked to schools and accommodating a play ground, parking space, civic building neighbourhood, playground, recycle centre and expanded cemetery. It is considered that such facilities are vital to the development of Confey and will form an integral part of any masterplan prepared for the area. No change recommended.

The various concerns regarding flooding in Confey are acknowledged. A Strategic Flood Risk Assessment was carried out for Leixlip which informed the contents of this Plan and the Urban Design Framework for Confey which identified flooding as a constraint. Consequently, the area most at risk from flooding on the eastern side of the Síleacháin Stream in Allenswood has been designated as open space. In response to the OPW's submission a

proposed material alteration recommends that Objective CON 1.5 be inserted to make specific provision for an in-depth flood risk assessment to be carried out as part of the masterplanning process.

It is noted that the UDF for Confey has made significant efforts to provide for the integration of existing green infrastructure on the lands. Furthermore, the Draft Plan contains a suite of objectives which seek to protect and enhance natural heritage and green infrastructure within the plan area. The masterplan and all subsequent planning applications will have to fully adhere to these provisions of the plan.

No change.

It is acknowledged that the development of Confey will take place on greenfield lands. However, the development is considered to be compact and centred on the principles of sustainable movement. The draft plan has designated a substantial amount of agricultural land around the UDF lands. This zoning places strict limitations on the type development that will be permitted in order to maintain the rural character of the area.

The comments in relation to traffic and roads are acknowledged. It is noted that a Transport Impact Assessment (TIA) shall be required as part of the Masterplanning process for Confey (refer to Objective MT 3.11 of the Draft Plan and proposed Material Alteration No. 27). Regarding the issue of Cope Bridge any redesign and upgrade proposal will be the subject of a separated planning process which will include public consultation. The UDF is designed to be an overarching strategic document that will inform and assist the preparation of the masterplan for Confey. Therefore, it should be noted the proposals for new and upgraded roads infrastructure are meant to be preliminary in nature. Detailed design specifications at this stage may prejudice the outcome of the masterplanning process where unforeseen issues could arise into issues such as flooding, archaeological infrastructural constraints (wayleaves etc.). The Proposed Material Alteration (No. 58) is designed to build in extra safeguards on the delivery of deliverability such infrastructure as part of the overall masterplan which is subject to the agreement with the planning authority. The concerns of residents in relation to the proposed roads upgrades are acknowledged. However, it should be noted that such developments will take place on a phased basis and be subject to public consultation as part of a separate planning process. With regard to the RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) which was carried out as part of the preparation of the 2017-2023, it should be noted that this is was a preliminary study which has been superseded by the Strategic Transport Assessment which accompanies this Draft LAP. This is far more comprehensive and considered document which specifically addresses the land use zoning objectives of the Draft LAP. No changes recommended.

The current constraints in the rail and bus network are acknowledged. However this plan aims to position Leixlip to take maximum advantage of proposed long term public transport improvements to the bus and rail network. However, issues in relation to the delivery of public transport services are outside the remit of this plan. In relation to the proposed park and ride facility at Confey it is intended that since all residents of the area will be within 800 metres (10 minutes walk) of the train station the most feasible mode of transport that will be used would be walking/cycling. However it will be open for the masterplan to consider if

an increase in the number of park and ride spaces is a desirable or feasible option. No change recommended.

As noted previously the plan aims to provide for increased sustainable movement patterns within the town by including proposals for enhanced and safer pedestrian/cycling routes and connections. In this regard the delivery of enhanced pedestrian and cyclist links between Confey and the rest of the town is regarded as vital in the creation of sustainable residential settlement north of the Railway/Canal. It should be noted that routes will also provide residents within the River Forest and Glendale estates with direct access onto the proposed Royal Canal Greenway. It noted that the routes of these links are indicative only. It is also noted that it is a proposed material alteration of this report (MA No. 32) to amend objective MT1.13 on the subject of permeability in the town to include '*subject to public consultation*'. Furthermore, it is noted that the Town Renewal Plan will include a permeability study (refer to Section 4.5 of this report).

Concerns regarding the number of retail units plan for Confey are noted. In determining the overall scale of the proposed neighbourhood centre a balance must be struck between the need to provide the new residential population with convenient local retail and associated services without having to 'piggyback' off existing facilities and whilst at the same time not undermining the viability of existing neighbourhood centres, such as River Forest, and the town centre. However due to the increased level of population projected for Confey over the longer term, it is considered that both necessary and appropriate that the area would be adequately serviced by a local and easily accessible neighbourhood centre. It is further noted that the UDF provides for the phasing of development for such a centre with portions being built in tandem with population increase.

On the issue of built and archaeological heritage, the Urban Design Framework acknowledges the importance of such features as Confey Church and Confey Castle and has sought to incorporate them into the overall layout and design of the lands. The route of the proposed road to the north of the castle is indicative only, with the precise layout being subject to archaeology and land survey analysis. Both the masterplan and any individual proposal on the Confey lands will be subject to the provisions of both the County Development Plan and this LAP regarding the protection of our built and archaeological heritage from inappropriate development. No change.

On the issue of pollution (risks to ground water etc.) it is noted that such risks will be dealt with through the development management process on foot of any planning application made for the KDA. Regarding the issue of noise it should be noted that Objective MT3.10 provides for implementation of the Kildare Noise Action Plan.

Chief Executive's Recommendation

Proposed Material Alteration

Amend Figure 12-2 Celbridge Road East KDA as follows:



1. Reorganise the internal design and layout of the KDA to reflect the reduction in numbers from 355 units to 280 units.
2. 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.
3. Omit the proposed pedestrian/cycle routes between the KDA and residential areas to the north.
4. Provide for increased landscaping measures in the strategic open space adjacent to the boundary along the M4 Motorway.

Amend text box in Section 12.3 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 *aim 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 P*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 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 applications 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

Amend Figure 12-3 Leixlip Gate KDA as follows:



1. Remove from the KDA designation around the area to the northeast which has planning permission for a single dwelling.
2. Move indicative entrance onto Leixlip Gate to the south.
3. Incorporate the two residential properties south of Kilmacredock House into the KDA.⁹
4. Clearly identify the presence of the former demesne wall of Castletown House in Figure 12-3.
5. Redesign the internal street layout and open space provision having regard to the proposed amendments above.

Section 14.4 – Text box – under Landscape and Spaces include the following additional text:

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.

⁹ The zoning of this land will remain 'Existing Residential and Infill' with any housing units developed being included in the figure provided under the Town Centre/ Infill category of Table 4.1.

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

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'.

Delete Section 12.5 Black Avenue Key Development Area in its entirety.

Proposed Material Alteration

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

Proposed Material Alteration

To insert the following new objective into Section 12.7.2 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.

Chief Executive's Recommendation

Proposed Material Alteration

Amend the Map Ref. 4 Land Use Zoning Objective to include additional lands within the Confey UDF area.

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

Proposed Material Alteration

Amend Section 2.1.6.2 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

Amend Section 2.1.2 of the Confey Urban Design Framework 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

Amend Section 2.1.3 Land Use (third paragraph) 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 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.

4.13 Section 13 –Land Use Zoning Objectives

Main Issues Raised

A number of submissions were received relating to the quantum of residential zoning and the locations selected, proposing the inclusion or exclusion of certain locations on the Land Use Zoning Map.

A number of submissions sought specific uses to be provided for under the Land Use Zoning Matrix, including a cinema and park and ride facility.

One submission sought specific amendments to the zoning matrix relating to Industry and Warehousing.

Chief Executive's Response

Section 13 of the draft LAP sets out the land-use zoning objectives for the LAP area. The Land Use Zoning Map is to be read in conjunction with Table 13-1 Land Use Zoning Objectives, Table 3-2 Definition of Terms and Table 13-3 Land Use Zoning Matrix.

In terms of quantum and priority for development, these issues are considered in Section 3.1 of this report, and also under Section 4.12 which deals with each KDA location. Individual land zoning requests from landowners are addressed in Section 4.14 below.

The inclusion of a cinema and park and ride in the land use zoning matrix are discussed in detail under Section 4.7 (cinema) and Section 3.2/4.12 Collinstown (park and ride) and Material Alterations are proposed in response to same (See proposed Material Alteration No. 59). In order to ensure consistency between the written text and maps, it is also proposed to amend the name of the 'Enterprise and Employment' zoning to 'Business and Technology', in line with other LAPs and the County Development Plan (See proposed Material Alteration No. 59).

The submission seeking changes to the zoning matrix in relation to Industry and Warehousing is addressed in Section 5.1.9 below. No change proposed.

It should be noted that the list of land uses in Table 13.3 Zoning Matrix is not intended to be exhaustive and uses not listed will be considered on the merits of the individual planning application with reference to the most appropriate comparable use.

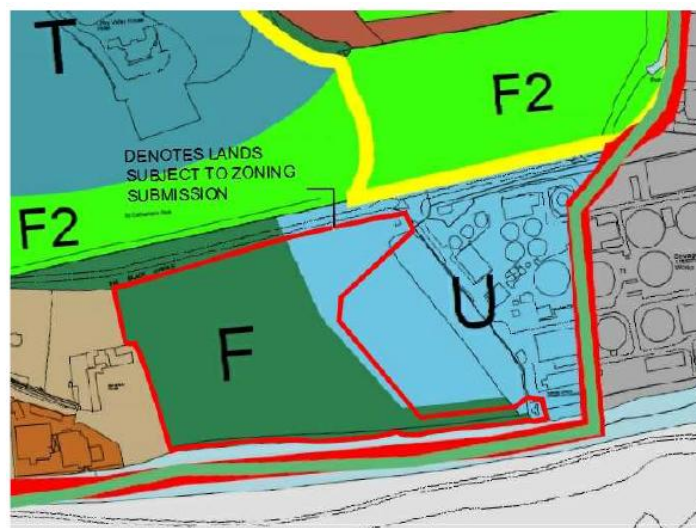
Chief Executive's Recommendation

No further change recommended.

5 Zoning Requests and Miscellaneous Issues

5.1 Zoning Requests

5.1.1 Lands at Marshfield House, Mill Lane



Main Issues Raised

Requests lands outlined in red to be re-zoned from F: Open Space to C: New Residential, given their potential to provide additional housing in close proximity to all the available services and amenities

Chief Executive's Response

Section 3.1 of this report sets out the adequacy of the quantum of lands zoned in the draft LAP for residential development to meet the requirements of the County Development Plan Core Strategy, as informed by national and regional policy. It also sets out the process by which potential development areas were identified and examined in detail in terms of their suitability for development. Phasing arrangements for the delivery of development are also provided for, to ensure development is delivered at an appropriate pace.

The subject lands are not required to meet the requirements of the CDP Core Strategy as sufficient other lands have been identified for development and are considered more appropriate having regard to policy context, sequential approach, physical suitability and supporting infrastructure.

It is further noted that the subject lands are immediately south of the Black Avenue KDA. It is a proposed Material Alternation under Section 4.12 of this report to remove the KDA designation from the Black Avenue KDA lands and to amend the zoning to 'F: Open Space and Amenity'.

Chief Executive's Recommendation

No change recommended.

5.1.2 Lands at Black Avenue.



Main Issues Raised

This submission supports the proposed zoning in the draft LAP.

Chief Executive's Response

Having regard to submissions received during the public consultation period on the draft LAP, the adequacy of the quantum of lands zoned in the draft LAP for residential development has been reviewed, as set out in Section 3.1, along with more detailed phasing arrangements. Further consideration has also been given to the Black Avenue KDA, given some notable roads capacity and structural issues, further detailed in Section 4.12 of this report. In light of the above it is a proposed Material Alteration under Section 4.12 of this report to remove the KDA designation from the Black Avenue KDA lands and to amend the zoning to 'F: Open Space and Amenity'.

Chief Executive's Recommendation:

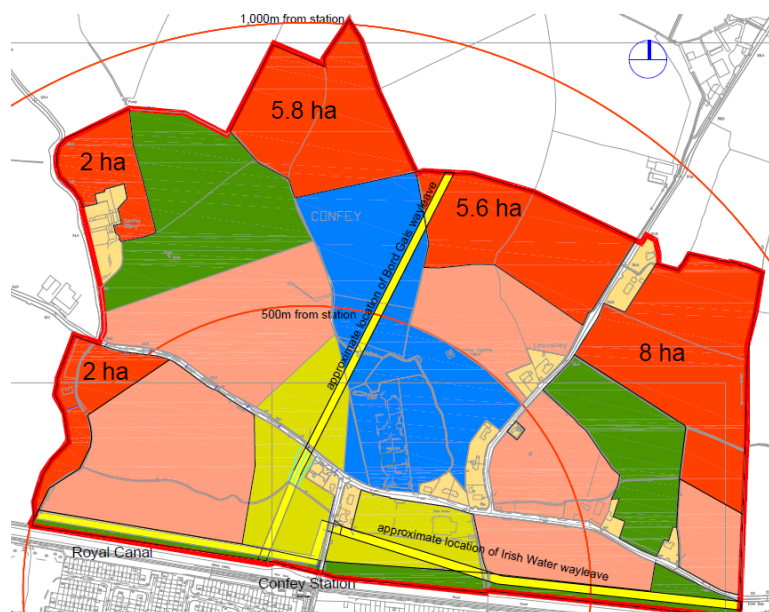
See Proposed Material Alteration No. 46; no further change.

5.1.3 Lands at Confey

Main Issues Raised

The submission notes the national and regional planning policy framework within which plan was prepared, including the reference in the RSES to the strategic greenfield lands near Confey station.

The submission states that CDP Core Strategy target is not appropriate for the Leixlip LAP as it doesn't allow for headroom and it doesn't allow for the fact that the LAP will carry over 3 years past the period of the CDP. The submission states that the LAP should zone for the nine-year period ending in 2029, should overzone by 25% for headroom and that an additional 20 ha should be zoned such as the 23.4 ha identified in Confey (shown below). The submission states that the re-allocation of any proposed zoning to the lands in Confey would be also welcome.



The submission welcomes the UDF but states that modifications are required to take account of Bord Gais/Irish Water wayleaves, and that text should be added to state that 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 infrastructure which traverse the area.

It is also stated that the UDF should be modified to be less prescriptive in terms of providing 3 or 4 storey buildings and apartment development.

The submission states that the phasing should be less prescriptive and be modified so that Phase 1 consists of all land within 500 metres of Confey Station with the sequencing of development initially concentrating on the R zoned areas.

The submission states that there is no indication in the draft LAP as to how key infrastructure is to be delivered in terms of funding/lead agency and queries whether a S49 Supplementary Development Contribution Scheme is intended. The submission requests an

indication as to the to the timing and delivery methodology for the required major items of infrastructure, in the LAP or otherwise.

Chief Executive's Response

Section 3.1 of this report sets out the adequacy of the quantum of lands zoned in the draft LAP for residential development to meet the requirements of the County Development Plan Core Strategy, as informed by national and regional policy. The quantum of zoned lands, phasing of development and alignment of the plan with the next iteration of the County Development Plan has been reviewed, with particular to the issues raised in this submission, and as set out in Section 3.1 and Section 4.12 of this report, it is noted that:

- It is now proposed to limit the life of the LAP to 2023, which will align with the current CDP (See Proposed Material Alteration No. 1).
- It is not proposed to increase the overall quantum of residentially zoned lands as the quantum of lands identified for zoning must responds directly to the Ministerial Direction on the Leixlip LAP 2017-2023 (See Proposed Material Alteration No. 51)
- It is proposed to allocate additional zoned lands in Confey, resulting from the omission of the Black Avenue KDA (See Proposed Material Alteration No. 46).
- Phasing arrangements have been introduced for the LAP area identifying Confey as Phase 2 lands (See Proposed Material Alteration No. 6).

With regard to the Confey UDF, this is also detailed in Section 4.12 of this report, and in terms of issues raised in this submission:

- It is proposed to amend the UDF to more clearly reference gas and water infrastructure/ wayleaves within the Confey area (See Proposed Material Alteration No. 55).
- The guidance on building height is general; references to building height will be further considered as part of a Masterplan for the area. Additional text is proposed to be inserted to reflect that design approaches (other than apartments), which deliver the required density will also be welcomed (See Proposed Material Alteration No. 54).
- The proposed phasing within Confey UDF is considered appropriate, but may be reviewed as part of the preparation of a Masterplan for the area, should substantive new issues arise.
- Funding and delivery of key infrastructure in the Confey area will be required to be detailed as part of the proposed Masterplan required by Section 12.8 of the LAP. An amendment to the text of section 12.8 is proposed to reflect this. It is envisaged that some key infrastructure will be provided in conjunction with development. State funding through the DTTS/NTA/TII will also be sought where appropriate. Other funding sources such as the Urban Regeneration and Development Fund, Serviced Sites Fund and other schemes which may come forward may also be targeted, by agreement with the Planning Authority.

Chief Executive's Recommendation:

Amend objective **CON 1.1 as follows:** 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 and **which shall include proposals for the funding and delivery of key infrastructure in accordance with phasing arrangements.**

See also proposed Material Alterations No. 1, 46, 6 and 51.

Amend Figure 12.-5 *Collinstown Boundary with constraints* to remove the 30metre development set back from the OHLs.

5.1.4 Lands at Leixlip Gate

Main Issues Raised

This submission requests modifications to the extent and configuration of the KDA zoning to omit one site of a single house and to include two residential properties to the south. It also requests modifications to the layout to reflect landscape/heritage principles, in particular the presence of the former demesne wall of Castletown House at southern boundary of the landholding, and seeks a proposed access point through this wall (as opposed to hedgerow indicated).

Chief Executive's Response

The above issues have been considered under Section 4.12 of this report and are generally provided for in other proposed material alterations within this report.

Chief Executive's Recommendation

See Proposed Material Alteration No. 45 (a+b); no further change recommended.

5.1.5 Lands within southern portion of Collinstown Strategic Employment Site

Main Issues Raised

The landowners consider the proposals for Collinstown may not be workable and feel it is in their best interest to continue farming the land for the foreseeable future or until a better designed plan for the lands can be produced.

Chief Executive's Response

Section 4.12 of this report deals with Collinstown in detail and it is noted that proposed Material Alteration 47 will provide a new objective to secure the preparation of a Masterplan for Collinstown in advance of development, which satisfies some concerns stated in the submission. In relation to continued farming, the subject lands are zoned Q Enterprise and Employment and it is noted that the submission does not seek the re-zoning of the lands. Continued agricultural use of the lands, although a non-conforming use, is not precluded by this zoning and section 6.3 of the draft LAP provides clarity on non-conforming uses in this regard.

Chief Executive's Recommendation

See Proposed Material Alteration no. 47; no further change

5.1.6 Lands at Intel/Collinstown (Intel)

Main Issues Raised

This submission is an observation to the 'Collinstown Masterplan'. It details the national and regional context of the site and the concentration of infrastructure and opportunity at this location. The submission suggests that the existing Draft Indicative Design Concept layout for the Collinstown Masterplan lands should be omitted from the Leixlip LAP, as any future masterplan layout proposal will need to take account of specific site feasibility, analysis, technical considerations and context. It highlights limitations of the Design Concept in the draft LAP in terms of recreation and open space provisions road and traffic considerations achieving national, regional and local objectives, flexibility of uses, the Masterplan content and format and the Seveso Directive. The submission sets out what a future Masterplan should accommodate and the principles to which it should be limited.

Chief Executive's Response

This submission is addressed, along with others relating to Collinstown, in Section 4.12. Having regard to the complexities associated with the lands at Collinstown, including (but not restricted to) land ownership, access and transportation issues, the physical landscape, the exact details regarding the possible new train station and the designation of the INTEL lands as a Seveso site, it is considered appropriate to remove the indicative design concept under Figure 12-6 and replace same with a new objective to require the preparation of a comprehensive masterplan for the Collinstown lands to address issues such as design,

Chief Executive's Recommendation

See Material Alteration no. 47; no further change

5.1.7 Lands at Collinstown (Kilross Properties)

Main Issues Raised

The submission refers to land at Collinstown and states that the proposed 60 metre wide reservation from overhead electricity lines traversing the subject lands is unjustified and should be removed.

It states that a 'mono-use' zoning objective to the lands is inappropriate and that that Objective UCR 2.5 should be omitted with an objective for a masterplan to be prepared for each landholding within Collinstown. The submission further suggests that the zoning and objective for Collinstown should provide for a new mixed use district centre with an associated retail floor space between 5,000 and 10,000sqm with an appropriate quantum of residential, leisure and community components and that the lands would benefit from a residential allocation (in favour of some of the more peripheral Key Development Areas along the southern urban fringe).

The submission requests that Policy MT2.6 be appropriately acknowledged in Table 12-3 of the Draft LAP to address the potential delivery of a rail station at Collinstown as a long-term infrastructural objective.

The submission raises concerns regarding Figure 12.6 of the Draft LAP and suggests that aspects of Fig 12.6 should be amended and/or removed entirely.

The submission is also accompanied by an Appendix which sets out a summary of relevant provisions of the Draft Leixlip LAP, 2020-2026

Chief Executive's Response

Section 3.1 of this report sets out the adequacy of the quantum of lands zoned in the draft LAP for residential development to meet the requirements of the County Development Plan Core Strategy, as informed by national and regional policy. It also sets out the process by which potential development areas were identified and examined in detail in terms of their suitability for development. It is not proposed to allocate residential zoning in Confey.

This submission is addressed, along with others relating to Collinstown, in Section 4.12. Having regard to the complexities associated with the lands at Collinstown, including (but not restricted to) land ownership, access and transportation issues, the physical landscape, the exact details regarding the possible new train station and the designation of the INTEL lands as a Seveso site, it is considered appropriate to remove the indicative design concept under Figure 12-6 and replace same with a new objective to require the preparation of a comprehensive masterplan for the Collinstown lands to address issues such as design.

With regard to Policy MT2.6/Table 12.3 of the draft LAP, it is proposed to acknowledge the potential delivery of a rail station at Collinstown as a long-term infrastructural objective, as requested in the submission.

Chief Executive's Recommendation

Amend **Table 12-3** Collinstown Infrastructure Delivery Schedule 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
Provision of Rail Station	Long Term	Developer, State, KCC

5.1.8 Lands at UDF Confey and lands at Moortown, Confey

Main Issues Raised

This submission seeks the inclusion of the lands outlined in red below in the zoned area of the plan and UDF for Confey. The submission highlights the suitability of the land for zoning in terms of compact growth, accessibility, connectivity and flood risk.



Chief Executive's Response

Section 3.1 of this report sets out the adequacy of the quantum of lands zoned in the draft LAP for residential development to meet the requirements of the County Development Plan Core Strategy, as informed by national and regional policy. It also sets out the process by which potential development areas were identified and examined in detail in terms of their suitability for development. Phasing arrangements for the delivery of development are also provided for, to ensure development is delivered at an appropriate pace.

The subject lands are not required to meet the requirements of the CDP Core Strategy as sufficient other lands have been identified for development and are considered more appropriate having regard to policy context, sequential approach, physical suitability and supporting infrastructure.

Chief Executive's Recommendation:

No change recommended.

5.1.9 Lands at Liffey Business Campus (former Hewlett Packard site)

Main Issues Raised

This submission relates to lands of c. 79 hectares of land south of the M4 zoned H: Industry and Warehousing under the draft LAP. The submission seeks to increase the array of uses permissible under this zoning objective. In particular it seeks the inclusion of 'Community Recreational/Sports Buildings; Hot Food Take Away; Medical Consultant/Health Centre; Offices; Restaurant; Shop (convenience); crèche/playschool' as uses which are permissible in principle, in order to create a high-quality working environment.

The submission also questions the requirement to provide a pedestrian/cycle overpass over the M4 at this location, as the need for this has not been established and existing infrastructure is sufficient to ensure good pedestrian and cycling accessibility. The submission highlights that there are 2 no. existing bridges over the M4 currently; it is suggested the existing bridge to the northeast should be upgraded to include a segregated cycle lane as a better use of resources.

Chief Executive's Response

The objective of lands zoned H: Industry and Warehousing is to provide for industry, manufacturing, distribution and warehousing. The mix of uses 'permissible in principle' and 'open for consideration' under this zoning objective is considered appropriate for this objective in terms of compatibility of uses with industry. The proposed modifications to the zoning matrix would closer align the H: Industry and Warehousing zoning with the higher-order Q: Business and Technology zoning and A - Town Centre zonings. It is considered appropriate to retain different land use objectives through the zoning matrix, particularly in this instance to protect the functions of the town centre and potential of Collinstown Business Campus for higher order uses, and to ensure lands are available for different development uses.

The proposed pedestrian/cyclist overpass north of these lands is considered appropriate to enhance permeability within Leixlip across the M4. Its inclusion will particularly benefit the ongoing development of the former HP lands and the recreational land and uses proposed in the Wonderful Barn KDA, in addition to re-instating a direct link between the Wonderful Barn and Castletown Demesne. However, noting the limited access points onto the M4, and in conjunction with the proposed road objective within the Liffey Business Campus which will enhance other linkages from the site to the town centre, it is proposed to amend the draft LAP to include the option of a segregated cycle/footpath route towards the town centre via the existing overpass at the north-east of the site.

Chief Executive's Recommendation

Amend MT1.11 as follows: To support the delivery of a pedestrian and cycle overpass of the M4 to link The Wonderful Barn at Leixlip to Castletown Demesne in Celbridge in consultation with Transport Infrastructure Ireland (TII) **and/or investigate the feasibility of the provision of a secure, segregated cycleway/footpath connecting the Liffey Business Campus to the town centre, via the existing overpass north-east of the campus.**

5.2 Miscellaneous Issues

Main Issues Raised

Graphical presentation of plan

Submission No. 22 suggests that the Plan be illustrated in 3D real time rendered video format, this would enable greater clarity.

The work of volunteers

A number of submissions made state that there is nothing included in the plan dealing with work those volunteers, residents associations, tidy towns and individuals who are carrying out a lot of work in the town with little or no support from KCC.

Several submissions place emphasise on the strong community spirit in the town. For example Submission 320 states that the community has come together to make Confey and Leixlip a wonderful place to live and work while at the same time keeping community spirit alive and giving time to people.

LAP Public Consultation

Several submissions expressed concerns over the consultation process and the length of time given to review the documentation and send a submission. Issues relating to the lack of advertisement of the public services evening held in Leixlip Library on 6th June 2019 was also raised.

Garda Resources

A number of submissions raised concerns in relation to anti-social behaviour arising from proposed footbridges and permeability routes and one stated that Gardai should be asked to police-proof any permeability route;

Seveso

Along with a submission from the Health and Safety Authority, some submissions mentioned Seveso sites in terms of proximate land uses and the Planning Authority's obligations in relation to in relation to such sites and land use objectives. One submission remarked on the disregard shown for Seveso Directive to facilitate US hosts and partners Intel.

Chief Executive's Response

Graphical presentation of plan

The submission is noted, the planning authority continuously seeks ways to improve the visual presentation and accessibility of its published plans and associated documentation.

The work of volunteers

The Planning Authority would like to acknowledge the efforts of Leixlip residents in making their community a better place in which to live, work and visit. This report has identified a number of opportunities for the local community to get involved and be consulted in upcoming projects within the town. This includes the preparation of Local Biodiversity Action Plan and the Town Renewal Plan (see section 4.11 and 4.5 respectively).

LAP Public Consultation

The submissions relating to public consultation area noted. Statutory public consultation for an LAP is governed by the provisions of Section 20(3) of the Planning and Development Act 2000 (as amended). The legislation stipulates that a draft plan must be made available for inspection for a period of not less than 6 weeks, and that submissions or observations in respect of the proposal made to the planning authority during such period shall be taken into consideration. Kildare County Council issued a public notice which was published online (website, Facebook and Twitter) and in the Liffey Champion newspaper on 30th May 2019 stating that the plan was available for inspection online, at the Council's Headquarters at Áras Chill Dara in Naas and at Leixlip Library. The notice also invited submissions from the public and interested groups and provided details how submissions could be made either online or in hard copy format.

Furthermore, the draft plan was subject of a public consultation evening which is not a statutory requirement. This was advertised in both the newspaper notice, through the Council's social media accounts and on posters erected in various public places in Leixlip. It should also be noted that the Social Infrastructure Assessment involved significant a public consultation exercise which was conducted in 2018.

Garda Resources

The Council works closely with the Gardai through the Joint Policing Committee and through community policing and will consult the Gardai as required through these established mechanisms. Permeability routes and cycle/footpath connections are always designed to maximise security and supervision, and thus to design out crime and potential anti-social behaviour.

Seveso

These issues are addressed under Section 3.9 Health and Safety Authority and Section 4.12 Collinstown & Intel.

Chief Executive's Recommendations

No further changes recommended.

6 Chief Executive's Proposed Material Alterations

Following an internal review, the following anomalies were noted in the text and associated maps and it is recommended to rectify these by way of proposed material alterations.

12 Key Development Areas, Confey and Collinstown

12.7.3.1 Urban Design Principles

After first paragraph

Key principles of development are as follows:

Amend Fourteenth bullet in 12.7.3.1 Urban Design Principles 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.*

Amend third and fourth bullet points in 12.7.3.3 Open Space and Landscaping 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.

Amend Section 12.1.2 Phasing and Implementation 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 12-6. Accordingly, 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.

7 Recommended Material Alterations to the draft Leixlip Local Area Plan 2020-2026

The following are the Chief Executives recommended Material Alterations to the Draft Leixlip Local Area Plan 2020-2026. The recommended alterations have emerged from the consideration of the submissions and observations received during the public consultation period and an internal review.

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

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

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

Proposed Material Alteration No. 2

Insert the following text in new Section 2.3:

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 and RSES into the Development Plan. The 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:

PC1.1 It is the 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

Proposed Material Alteration No. 4

Amend S1 of Section 3.2 as follows;

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

Section 4

Proposed Material Alteration No. 5

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

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 subsequently 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 growth¹⁰.

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 persons¹¹ 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

¹⁰ See proposed new objective PC1.1 regarding the requirement to review the LAP

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

proximate to the town centre where infrastructural capacity is readily available and will be designated as Phase 1 lands within the LAP. Lands indentified 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.

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 waste water. 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;

~~4.1 Function, Population and scale of Leixlip~~

~~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.~~

~~Section 4.4 Economic Retail and Social Infrastructure Capacity~~

~~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 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	±
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)	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.

Proposed Material Alteration No. 7

Amend Policy CS1 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 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.

Section 5

Proposed Material Alteration No. 9

Insert under Section 5.1 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.

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 Action under Section 5.1

Action: *To continue to promote the Shop Front Improvement and Accessibility grant scheme.*

Proposed Material Alteration No. 12

Include the following new objective in Section 5.2 Retailing.

UCR2.9 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.

UCR2.10 To ensure that new shop front and signage design contributes positively to and enhances the streetscape and is 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.

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.

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

Additional text under Section 5.6 on the final paragraph.

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.*

Proposed Material Alteration No. 17 (a-d)

Section 5.4 Town Centre Public Realm

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.*

Section 6

Proposed Material Alteration No. 18

Section 6.2.1 Supporting Employment Growth (Second Paragraph)

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 at Collinstown to '*Collinstown Business Campus*'.

Section 7

Proposed Material Alteration No. 20

Insert new objective under Policy HC 2 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. 21

Section 7.4.3 Recommendations

Table 7-1 Social Infrastructure Needs

Under the theme of 'Childcare' amend the following:

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

Proposed Material Alteration No. 22

Amend objective HC4.3 as follows:

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

Proposed Material Alteration No. 23

2.1.6.3 The Community Hub Character Area (CH)

- A civic/community building incorporating *a dedicated performance space* within lands to the immediate east of the existing cemetery;

Section 8

Proposed Material Alteration No. 24

Amend objectives MT2.3 and MT2.4 under Section 8.2 Public Transport 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. 25

Delete objective MT 2.6 under Section 8.2 Public Transport:

~~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. 26

Insert objective MT2.6 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. 27

Amend objective MT3.11 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. 28

Amend objective MT1.6 as follows:

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

Proposed Material Alteration No. 29

Amend objective MT1.6 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. 30

Amend Objective CON1.1 as follows:

- CON1.1** To ensure the future development of the lands identified within the Confey Urban Design Framework are subject to a detailed Masterplan, **including a transport assessment**, the contents of which shall be agreed in writing with Kildare County Council.

Proposed Material Alteration No. 31

Section 8.3 Roads and Street Network

Amend objective MT3.2(v) as follows:

- (vi) 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. 32

Amend objective MT1.13 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 public consultation**.

Proposed Material Alteration No. 33

Amend objective MT3.2(i) 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. 34

Amend section 8.4 of the draft LAP there is a reference to“Abbey Square” this should read “Arthur Guinness Square”

Section 9

Proposed Material Alteration No. 35

Insert new objective, Reference CON 1.5 under Section 12.8 Confey.

- CON 1.5** *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.*

Proposed Material Alteration No. 36

Insert the following text as second paragraph in Section 9.2 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

Proposed Material Alteration No. 37

Insert new objective under BH 1.9 as follows;

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

Section 11

Proposed Material Alteration No. 38

Amend Objective GIO1.10 as follows:

GIO1.10 (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. 39

Omit Figure 11-2 Green Infrastructure Mapping for Leixlip and amend Section 11.3 Open Space (Social Infrastructure Recommendations)

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 a development proposal.*

Proposed Material Alteration No. 40

Insert new objective OS1.7

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

Proposed Material Alteration No. 41

Insert new objective OS1.8

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

Proposed Material Alteration No. 42

Amend Section 12.1.2 Phasing and Implementation 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 12-6. 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. 43 (a-c)

(a) Section 12.2 The Wonderful Barn Key Development Area

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

(b) Section 12.4 Leixlip Gate Key Development Area (Kilmacredock)

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

(c) Section 12.5 Black Avenue Key Development Area

Any planning application for the development of these lands shall be accompanied by a **Traffic Transport** Impact Assessment which takes into consideration the impact of the proposed development on the Mill Lane and the Main Street Leixlip.

Proposed Material Alteration No. 44 (a) + (b)

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



5. Reorganise the internal design and layout of the KDA to reflect the reduction in numbers from 355 units to 280 units.
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.
7. Omit the proposed pedestrian/cycle routes between the KDA and residential areas to the north.
8. Provide for increased landscaping measures in the strategic open space adjacent to the boundary along the M4 Motorway.

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

<p>Vision To consolidate the urban area of Leixlip through new residential development and a new public parkland setting delivering connectivity to the town centre.</p>
<p>Connectivity / Movement</p>

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 P*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 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. 45 (a) + (b)

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



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

(b) Amend Section 14.4 – Text box – under Landscape and Spaces include the following additional text:

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.

¹² The zoning of this land will remain 'Existing Residential and Infill' with any housing units developed being included in the figure provided under the Town Centre/ Infill category of Table 4.1.

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. 46 (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.

Proposed Material Alteration No. 47

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

Proposed Material Alteration No. 48

To insert the following new objective into Section 12.7.2 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. 49

Amend Figure 12.-5 *Collinstown Boundary with constraints* to remove the 30metre development set back from the OHLs.

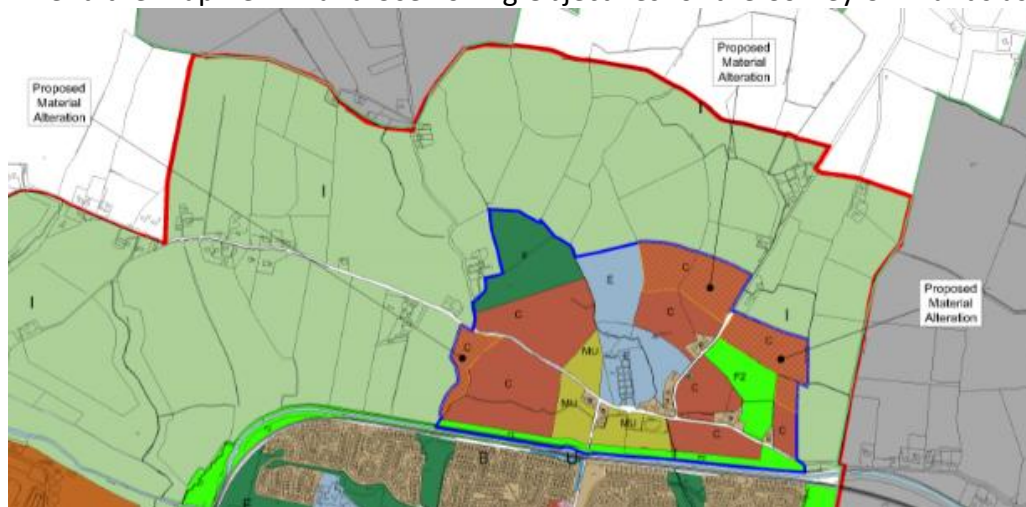
Proposed Material Alteration No. 50

Amend **Table 12-3** Collinstown Infrastructure Delivery Schedule 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.51

Amend the Map Ref. 4 Land Use Zoning Objectives for the Confey UDF lands as follows:



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

Proposed Material Alteration No. 52

Amend 12.7.3.1 Urban Design Principles after first paragraph add the following text;

Key principles of development are as follows:

Proposed Material Alteration No. 53

Amend Fourteenth bullet in 12.7.3.1 Urban Design Principles 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. 54

Amend third and fourth bullet points in 12.7.3.3 Open Space and Landscaping 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. 55 (a +b)

Amend Section 2.1.6.2 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. 56

Amend Section 2.1.2 of the Confey Urban Design Framework 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. 57

Amend Section 2.1.3 Land Use (third paragraph) 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 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. 58

Amend objective **CON 1.1** 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 and **which shall include proposals for the funding and delivery of key infrastructure in accordance with phasing arrangements.**

Proposed Material Alteration No. 59

Insert new objective, Reference CON 1.5 under Section 12.8 Confey.

CON 1.5 *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 those downstream between the proposed Confey UDF area and the confluence with the River Liffey.*

Section 13

Proposed Material Alteration No. 60

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:

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 – Enterprise & Employment	T - Tourism	U -Public Utilities
<i>Park and Ride Facility</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>O</i>	<i>N</i>	<i>N</i>
<i>Cinema</i>	<i>O</i>	<i>N</i>	<i>N</i>	<i>O</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>

