



Chief Executive's Report on Submissions/Observations received to the Proposed Amendment No. 1 to the Leixlip Local Area Plan 2020-2023 (as extended)

28 February 2024





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Report Date: 28th February 2024

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GLOSSARY OF ACRONYMS

AA	Appropriate Assessment
CIE	Coras Iompair Éireann
CSO	Central Statistics Office
DMA	Dublin Metropolitan Area
DMURS	Design Manual for Urban Roads and Streets
EPA	Environmental Protection Agency
GDA	Greater Dublin Area
IWAI	Inland Waterways Association of Ireland
KCDP	Kildare County Development Plan
LAP	Local Area Plan
MCC	Meath County Council
NPF	National Planning Framework
NTA	National Transport Authority
OPR	Office of the Planning Regulator
OPW	Office of Public Works
RSES	Regional Spatial and Economic Strategy
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SSFRA	Site Specific Flood Risk Assessment
STMR	Strategic Transport and Mobility Strategy
SuDS	Sustainable Urban Drainage Systems
TII	Transport Infrastructure Ireland
TRMP	Town Renewal Masterplan
UDF	Urban Design Framework

Abstract

This Masterplan for Confey in Leixlip and its proposed integration into the Leixlip Local Area Plan 2020-2023 (as extended) (Leixlip LAP) is a step towards the fulfilment of the regional and local planning objectives for the area in realising the transport orientated development residential-led expansion of this strategic landbank within the Dublin Metropolitan Area (DMA) in a sustainable way. This Masterplan emphasises compact growth and low-carbon development, which aim to create denser, accessible and inclusive spaces while aligning with the National Climate Action Plan 2024 and the goal of reaching net-zero by 2050.

The Masterplan will boost Leixlip Town Centre fostering local retail and business growth, enhancing connectivity, and extending its influence to the north. It will facilitate connections across the Royal Canal and railway line to improve connections and town centre access. The Masterplan incorporates natural drainage system at all levels, making use of existing topography, flood zones and existing ecological assets to create an integrated resilient blue-green infrastructure, contributing to the character of specific locations within the development. The Masterplan promotes a people-centric development that focuses on high-quality public open spaces, active mobility and inclusive and diverse public spaces that focuses on natural play and recreational parkland to encourage community integration and provide biodiversity benefits.

The preparation of the Masterplan included engagement with local residents, key stakeholders and the Elected Members of Kildare County Council and the feedback received has been integrated in the Masterplan.

The key issues raised by members of the public, the Elected Members and the prescribed bodies concerned the supply and integration of the proposed transport infrastructure and social/community infrastructure in tandem with the build out of the Masterplan lands. Several other submissions raised concerns related to flooding, particularly at the south-eastern corner of the Masterplan lands and the effect on the existing residential development downstream from Confey. All of these key issues have been addressed in the Draft Masterplan and, where appropriate, minor non-material amendments have been recommended.

1.0 Introduction

This report relates to submissions and observations received from members of the public, prescribed bodies and key stakeholders following the publication of Draft Amendment No. 1 to the Leixlip Local Area Plan 2020-2023 (as extended to 2026) (the 'Confey Masterplan') under Section 20 of the Planning and Development Act 2000 (as amended).

This Proposed Amendment to the Leixlip Local Area Plan (LAP) relates to the implementation of Objective Con 1.1(a) of the LAP, which states that *'No residential development shall take place on the lands identified within the Confey Urban Design Framework until such time as a masterplan is prepared and integrated into the Leixlip Local Area Plan by way of a statutory amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended).'*

In accordance with this, the Confey Masterplan has been prepared having full regard to Objective Con 1.1(a), and the proposed amendment seeks to integrate the Confey Masterplan by way of a statutory amendment to the Leixlip Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended).

The Confey Masterplan incorporates and expands on the Confey Urban Design Framework (UDF) and replaces the UDF as an updated version of Appendix A of the LAP.

As a result of the above, consequential amendments are required to other sections of the LAP, in addition to the replacement of Appendix 1 of the LAP with the Confey Masterplan document. It is essential that this Draft Masterplan is read in tandem with the Kildare County Development Plan 2023-2029 and the Leixlip LAP.

This report is being furnished to the Elected Members of Kildare County Council for their consideration.

1.1. Legislative Requirements

In accordance with Section 20 (3)(c) of the *Planning and Development Act 2000* (as amended), the Chief Executive is required to prepare a report on the submissions or observations received during the public consultation period in respect of the Draft Plan. This report should:

- List the persons who made submissions or observations,
- Summarise the recommendations, submissions and observations made by the Office of the Planning Regulator,
- Summarise the issues raised in all submissions or observations made by any other persons,
- Contain the opinion of the Chief Executive in relation to the issues raised and recommendations in relation to the proposed local area plan, taking 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 *Proposed Amendment No. 1: Confey Masterplan to the Leixlip Local Area Plan 2020-2023* (as extended) (the 'Confey Masterplan') was placed on public display from Friday, 15th December 2023 to Tuesday 6th February 2024. The Confey Masterplan and accompanying documents were displayed at the offices of the Planning Department in Áras Chill Dara, Naas, Co. Kildare, in the Leixlip Town Library and on the County Council's dedicated online public consultation portal at: <https://consult.kildarecoco.ie/en/browse>

The Confey Masterplan comprises a written statement with maps and is accompanied by:

- A Statement of Compliance with the Confey Urban Design Framework;
- An Environmental Report pursuant to the Planning and Development (Strategic Environmental Assessment [SEA]) Regulations 2004-2011;
- An Appropriate Assessment (AA) Screening Report - pursuant to the EU Habitats Directive (92/43/EEC);
- A Confey Masterplan Strategic Flood Risk Assessment (SFRA) Report pursuant to Section 28 of the Planning and Development Act 2000 (as amended).
- A Confey Masterplan Strategic Transport and Mobility Report.

A public notice was published in the Irish Independent on Friday 15th December 2023 notifying members of the public that Proposed Amendment No. 1 (Confey Masterplan) to the Leixlip LAP 2020-2023 (as extended) would be placed on public display from the 15th of December 2023 to 6th of February 2024.

Submissions and Observations were invited during the public consultation period. Copies of the Proposed Amendment (Confey Masterplan), associated documents and public notice were issued to the prescribed authorities and environmental authorities, including Government Departments and other agencies, as required by the Planning and Development Act 2000 (as amended).

In total, 112 submissions or observations were received during the public consultation period, including nine (9) from public bodies.

The Members are advised that submissions are available for public viewing at:

[Draft Amendment No. 1 to the Leixlip Local Area Plan 2020 – 2023 \(as extended\) - Submissions | Kildare County Council \(kildarecoco.ie\)](#)

1.2.1. Consultation 'Drop-in' Event



A public consultation event in the form of a drop-in evening, to provide an opportunity for the public to view the Draft Masterplan and speak with a member of the Planning and Transportation Department Team to clarify any issues in advance of making submissions was held at Leixlip Library, Captain's Hill, Leixlip on Thursday 18th January from 4-7pm.

Approximately 120 people attended the event to inspect the *Proposed Amendment No.1 (Confey Masterplan)* and associated documents and to discuss their respective issues.

1.3. Contents of the Chief Executive's Report

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

Section 1: Background to the Chief Executive Report.

Section 2: List of persons or bodies who made submissions or observations.

Section 3: Submission from the Office of the Planning Regulator (OPR).

Section 4: Submissions in respect of the Prescribed Authorities and public bodies.

Section 5: Implications of newly published s28 Guidelines

Section 6: Issues raised in submissions or observations from all other persons or bodies.

Note: All sections of this report (including Appendices) should be read in their entirety in conjunction with the Proposed Alteration and the Leixlip Local Area Plan that came into legal effect on 5 February 2020 and was extended on Monday 24 October 2022 to 30 March 2026.

1.4. Next Steps

Within six weeks of receiving the Chief Executive's Report, the Elected Members of the Kildare County Council must consider Proposed Amendment No. 1 to the Leixlip LAP 2020-2023 (as extended) and the Chief Executive's Report. Following consideration of both, the Elected Members may, as they consider appropriate, by resolution, adopt the amendment to the Leixlip LAP.

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

- Considering the proper planning and sustainable development of the area,
- The statutory obligations of any local authority in the area; 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*' (July 2019) prepared under the Local Government Act 2001 (as amended), carry out their duties in a transparent manner, must follow due process and must make their decisions based on relevant considerations.

2.0 List of Persons/Bodies Who Made Submissions

2.1. Submissions or Observations Received

During the public consultation period a total of 107 submissions or observations were received. The list of persons, prescribed bodies, groups, and stakeholders who made valid submissions are listed in Table 2-1. Kildare County Council would like to take the opportunity to thank those who made written submissions to Proposed Amendment No. 1 (*Confey Masterplan*).to Leixlip Local Area Plan 2020-2023 (as extended).

Table 2-1 Persons/Organisations Who Made Submissions or Observations

Ref. No ¹ .	Name/Organisation	Ref. No.	Name/Organisation
1	Gary Lawless	57	Confey Road Residents Association
2	Fergal Reidy	58	Paul Cleary
3	Gary Lawless	59	April Smith
4	Gary Lawless	60	Bridget Moore
5	Gary Lawless	61	William Poynton
6	Gary Lawless	62	Grace Carew
7	Transport Infrastructure Ireland (TII)	63	Andy Gibson
8	Bracey Daniels	64	Stan Gibson
9	Paul Gorry	65	Jeff Gibson
10	Mick Daly	66	Rosaleen Toland
11	Valerie Lynch	67	Sean Buckley
12	Clíodhna Jordan	68	Mary Corrigan
13	Environmental Protection Agency (EPA)	69	Lorraine Fitzgerald

¹ Each reference number associated with a submission or observation starts with KCC-C127 and the unique reference is the last digits which are reflected in Table 2-1.

Ref. No¹.	Name/Organisation	Ref. No.	Name/Organisation
14	Aidan Jordan	70	Susan Dundon
15	Confey for Development	71	Ann Field
16	Aidan Jordan	72	Aidan Jordan
17	Paul Barry	73	Niall Sargent
18	Aidan Jordan	74	Tom Dredge
19	Department of Education	75	Norah Blount
20	Shay Kirk	76	Gerry Colton
21	IWAI Royal Canal (Inland Waterways Association of Ireland)	77	Uisce Éireann
22	Lor F	78	Carolyn Lawlor
23	Allen Corcoran	79	Brendan Kearney
24	Valerie Colton	80	Georgina Sherlock
25	Aidan Jordan	81	Mick Croke
26	Vincent McLaughlin	82	Dr. Fearon Cassidy
27	Tom Holbrook	83	Rory O'Meara
28	Aaron Holbrook	84	Helen Dredge
29	Paige Holbrook	85	Pauline McCarthy
30	Holly Holbrook	86	Ciara Conway
31	Meath County Council	87	Bernie Delaney
32	Glendale Estate Committee	88	Fran Deffew
33	Aidan Jordan	89	Pauline McCarthy
34	National Transport Authority (NTA)	90	Briege Hearty
35	Office of Public Works (OPW)	91	Theresa Hynes

Ref. No¹.	Name/Organisation	Ref. No.	Name/Organisation
36	Gary Lawless	92	Office of the Planning Regulator (OPR)
37	Eamon Shields	93	Shane Smith
38	Confey GAA	94	Glendale Meadows Residents Association
39	Andrew Connolly	95	Cllr. Nuala Killeen
40	Patrick Burgess	96	Sean Hourihane
41	John Loughlin	97	Patrick Noonan
42	Brian Millar	98	Aidan Jordan
43	Nola McLaughlin Burke	99	Cllr. Joseph Neville
44	Declan Kenny	100	Muriel Clarke
45	Eamon O'Boyle	101	Gerard Costello
46	Michael & Gwen Fagan	102	Aisling Delaney
47	Paula Coffey	103	Sharon Caulfield
48	Kevin Noonan	104	Mark Fitzgerald
49	Marguerite Devine	105	Breda Brazil
50	Noreen Gibson	106	Martin Gilmartin
51	Deirdre Cleary	107	Ruth McCormack
52	Colm Finegan	108	C. Russell
53	James Cleary	109	Seamus & Geraldine Foran
54	Annette Ophert	110	Tommy Coyle & Frances Ruane
55	Paul Smith	111	Marie Holbrook
56	Theo Smith	112	John Colgan

3.0 Submission from the Office of the Planning Regulator

This section of the Chief Executive's report outlines the evaluation and assessment by the Office of the Planning Regulator (OPR) of *Proposed Amendment No.1* (Confey Masterplan) to the Leixlip Local Area Plan 2020-2023 (as extended) (the 'Confey Masterplan') in accordance with Sections 31AO(1) and 21AO(2) of the *Planning and Development Act 2000* (as amended). In accordance with Section 20(3)(c)(II)(B) of the *Planning and Development Act 2000* (as amended) the recommendations, submissions and observations made by the OPR are detailed in this section of the report. The Chief Executive's Response in relation to the issues raised by the OPR and recommendations in relation to the Proposed Amendment are also detailed in Table 3-1, below. A copy of the submission from the OPR is attached in Appendix 1 of this report.

Table 3-1 Submission from the Office of the Planning Regulator

Office of the Planning Regulator (OPR) (Ref. No. KCC-219-092)	
Issues raised	Chief Executive's Response
<p>Consistency with the RSES, KCDP and the Core Strategy</p> <p>The OPR notes that Section 19(2) of the Act requires that a local area plan be consistent with the objectives of the development plan and its core strategy and with the relevant RSES. Notes that the proposal to insert a Masterplan through the proposed Amendment is consistent with Action UD A2 of the Development Plan and it is also consistent with Objective CON 1.1(a) of the LAP.</p> <p>The OPR notes that the LAP estimates a residential capacity for the draft Masterplan lands of 1,765 units, which exceeds the housing target for Leixlip of 933 units, under the core strategy to 2028. However, it notes that having regard to the detailed</p>	<p>Chief Executive's Response</p> <p>The comments of the OPR are noted.</p> <p>Chief Executive's Recommendation</p> <p>No change recommended.</p>

<p>phasing strategy which seeks to deliver c.660 residential units by end of 2028, it is considered that there is appropriate capacity available to accommodate residential development in the existing LAP.</p> <p>Regarding the phasing of future development, the OPR advises the planning authority to liaise closely with the relevant statutory bodies, including Uisce Éireann, to ensure that there is sufficient capacity available to facilitate development in line with the phasing strategy proposed.</p>	
<p>Office of the Planning Regulator (OPR) (Ref. No. KCC-219-092)</p>	
<p>Issues raised</p>	<p>Chief Executive's Response</p>
<p>Flood Risk Management</p> <p>The OPR welcomes the preparation of a Strategic Flood Risk Assessment (SFRA) for the draft Masterplan lands. Notes that zoning for highly vulnerable uses have generally been located outside the Flood Zones A and B. However, it notes that zoning for Character Areas R4, R6 and R7 within Phase 5 of the draft Masterplan, intersect areas at risk of flooding, which are likely to be at increased risk in future climate change scenarios.</p> <p>The OPR notes that while the accompanying SFRA notes that a Justification Test was prepared as part of the preparation of the Leixlip LAP, Character Areas R4, R6 and R7 lands were not included in the assessment, notwithstanding that these lands were zoned under the LAP. The OPR notes that these</p>	<p>The planning authority notes the advice of the OPR that the plan making Justification Test will be necessary in any future iterations of the LAP for lands zoned Character Areas R4, R6 and R7 within Phase 5 of the draft Masterplan, as these lands intersect with areas at risk of flooding. Furthermore, each application with lands in the vicinity of flood risk areas will be required to prepare a site-specific flood risk assessment.</p> <p>It is noted that the OPR acknowledges and supports the commitment in the draft Masterplan to a nature-based solutions to drainage and to SuDS, as detailed in the Engineering Report.</p> <p>The OPR welcomes the integration of these sustainable surface water management measures in accordance with</p>

<p>lands are within Phase 5, which is not due to commence development until after the expiry of the LAP. In this regard, the OPR in their submission, state that the planning authority is advised that the plan making Justification Test will be necessary for these lands in any future iterations of the LAP, having regard to <i>The Planning System and Flood Risk Management Guidelines for Planning Authorities</i> (2009).</p> <p>The OPR acknowledges and supports the commitment of the draft Masterplan to a nature-based solutions to drainage and to SuDS through the provision of green roofs, blue roofs, porous paving, tree pits and swales, as detailed in the accompanying Engineering Masterplan Report. The OPR welcomes the integration of these sustainable surface water management measures in accordance with Objective IN O21 and IN O22 of the Development Plan.</p>	<p>Objective IN O21 and IN O22 of the Kildare County Development Plan.</p> <p>Chief Executive's Recommendation</p> <p>No change recommended.</p>
<p>Office of the Planning Regulator (OPR) (Ref. No. KCC-219-092)</p>	
<p>Issues raised</p>	<p>Chief Executive's Response</p>
<p>Transport and Accessibility</p> <p>The OPR welcomes the proposed transport and mobility strategy which seeks to provide for sustainable active travel measures to enhance the existing high quality public transport available in the area, consistent with objective MT 1.5 of the LAP and Policy TM P1 of the Development Plan.</p> <p>The OPR welcomes the ambitious modal share targets proposed and supports the specific transport interventions</p>	<p>With regard to the development of the proposed 'outer orbital link' and 'western road upgrades' (comprising L1015 and L1014) as an indicative route for the Maynooth to Leixlip Project, the OPR notes that the draft Masterplan includes the orbital route (referred to as the Northern Orbital Route') and upgrades to the R1015 and that the necessary upgrades to the R1014 are not included in the draft Masterplan (section 4.2 refers).</p>

<p>which will improve pedestrian and cycle connectivity to the train station, along and across the Royal Canal, and principal road upgrades to Captain's Hill which will assist in achieving the significant targets. In particular, the OPR welcomes the proposed street hierarchy that promotes active travel measures and prioritises pedestrian and cycle movements and the provision of a mobility hub which incorporates alternative transport methods such as e-bikes and car sharing opportunities.</p> <p>The OPR notes that RSES identifies investment in improved strategic road connectivity and supports the appraisal and/or delivery of specific road projects (RPO 8.10) including the Maynooth to Leixlip Project. Notes that this is supported by Objective TM 093 of the Development Plan. Notes that the <i>Confey Masterplan Strategic Transport and Mobility Report</i> proposes the 'outer orbital link' and 'western road upgrades' (comprising L1015 and L1014) as an indicative route for the Maynooth to Leixlip Project, consistent with these objectives. However, it notes that the draft masterplan only includes the orbital route (referred to as the Northern Orbital Route) and upgrades to the L1015. Notes that the necessary upgrades to the L1014 are not included in the draft Masterplan (section 4.3 refers).</p> <p>The OPR states that the planning authority should ensure that the roads objectives are in accordance with Measure ROAD8 of the GDA Transport Strategy for road links between the N3 and N4 and Measure ROAD9 for regional and local roads. States that the planned development of this route, which is</p>	<p>It is clear from Figure 6-14 of the STMR that the 'western road upgrades' include the L1015 west of the Masterplan site, and the OPR's submission may be referring to the section of the L1015/Dunboyne Road that is located within the Masterplan site. In that regard, it should be noted that the KCDP contains objectives requiring the Council to support, facilitate and secure the implementation of projects identified within the NTA's Greater Dublin Area Transport Strategy (2022-2042) (GDA Transport Strategy) (TM O1) and (TM O79).</p> <p>In addition, the Leixlip LAP identifies the potential for significant development in the Confey area and acknowledges that improved access to this area as part of the future development of the strategic road network will be required to facilitate such development. In that regard, the LAP proposes the following road improvements that will impact on the development of the Confey Masterplan lands. These consist of the following:</p> <ul style="list-style-type: none"> • Improvement of the L1014 and L1015 to the west of the Confey Masterplan (MT3.2((iii) and MT3.5(ii). • The realignment and improvement of the R149 between the L1015 (Kellystown Lane) and the county boundary with Fingal (MT3.5). • Facilitate the improvement of the intersection between R149 (Captain's Hill and the R148 (Main Street)) (MT3.6). <p>It is, therefore, considered that the KCDP and the LAP is robust in its support of measures that will enhance the connectivity and accessibility of the Masterplan area through the upgrade of</p>
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<p>critical infrastructure, should also be included in the phasing strategy with an appropriate timeline for delivery.</p>	<p>the above-mentioned roads, which includes all of the L1015/Dunboyne Road.</p>
<p>Recommendation 1 – Road Infrastructure</p> <p>Having regard to:</p> <ul style="list-style-type: none"> (a) RPO 8.10 in relation to investment in improved strategic road connectivity; (b) Objective TM 93 of the Kildare County Development Plan 2023-2029 to support the connection between the N3-N4 Barnhill to Leixlip interchange; and (c) Measure ROAD8 of the Greater Dublin Area Transport Strategy 2022-2042 for road links between N3 and N4 and Measure ROAD9 for regional and local roads, <p>the planning authority is <i>required</i> to;</p> <ul style="list-style-type: none"> (1) include an objective to ensure that the design of the proposed road network is in accordance with Measure ROAD8 of the Greater Dublin Area Transport Strategy 2022-2042 for road links between N3 and N4 and Measure ROAD9 for regional and local roads; 	<p>The <i>Kildare County Development Plan</i> and the <i>Leixlip LAP</i> adequately addresses the road network identified in the <i>GDA Transport Strategy</i> under Measure ROAD8 and Measure ROAD9, which includes upgrade works to the L1015 and the L1014. Furthermore, Section 6.8 of the draft STMR that accompanies the draft Masterplan, states that the “western road upgrades’ consists of minor upgrades to the existing L1015 and the L1014 (Figure 6-14 of the draft STMR refers).</p> <p>The OPR (and NTA) are seeking for the North Link Road to be designed in accordance with the N3-N4 link. This is both premature and unreasonable at this stage as the route for the N3-N4 link has not yet been determined. Responsibility for determining the N3-N4 link rests with the National Transport Authority / Transport Infrastructure Ireland. The programme for the identification of these preferred options is not currently defined.</p> <p>The Proposed Northern Link Road may form part of a strategic M3-M4 link road in the future following selection of the preferred route by the NTA / TII. At this point in time, though, this role has not yet been assigned. The road proposal should therefore be designed to meet the locally defined need. In the event that the road network is determined to form part of that network then the appropriate specification for the street / road corridors can then be stipulated. In the meantime, the northern access to the Confey lands would be subject to DMURS</p>

	<p>requirements, and Manual for Roads and Bridges if design speed exceeds 60kph.</p> <p>The proposals / design specification for the Northern Link Road should be based upon the best available information at the time of application, including future-proofing to allow for traffic and transport roles assigned to the infrastructure developed.</p> <p>Responsibility for delivering the northern access to the development site and cost attribution will reflect the business case for the infrastructure. Thus, for example, if 100% of the business case were generated by the Confey urban extension then responsibility would fall to the developers of the land.</p> <p>The precise specification for street corridor/s will be determined through planning application processes taking into account the Masterplan and national guidance.</p> <p><u>Chief Executive's Recommendation</u></p> <p>No change recommended.</p>
<p>(2) Include all relevant road proposals under the <i>Confey Masterplan Strategic Transport and Mobility Report</i>, including the proposed upgrades to the L1014, in the draft Masterplan; and</p>	<p>The requirement to include all relevant road proposals from the <i>Strategic Transport and Mobility Report</i> in the Masterplan is noted.</p> <p>The Masterplan is currently framed to include all infrastructure within the Confey lands. Other enabling transport and mobility infrastructure are outlined in the <i>Strategic Transport and Mobility Report</i> and objectives are included in the County Development Plan to secure their delivery.</p>

	<p>While the improvements to the L1015 and L1014 are, for the most part, located outside the boundary of the draft Confey Masterplan lands, it is acknowledged in the <i>Strategic Transport and Mobility Report</i> prepared to support the draft Masterplan that a broad range of objectives will impact on the Masterplan area and provide infrastructure that improves connectivity and accessibility of the area.</p> <p>Chief Executive's Recommendation</p> <p><u>Non-material Minor Amendment:</u> Include reference to relevant road proposals outside of the Masterplan lands in the draft Masterplan on the Phasing Strategy as a Footnote reference (i.e. upgrades to L1014 / L1015 and northern access to the Confey lands, and northern Orbital Road). This should include a reference to the <i>Confey Masterplan Strategic Transport and Mobility Report</i> providing the evidence base at the time of the adoption of Masterplan. Traffic and Transport Assessments prepared to support planning applications will determine the phasing requirements for infrastructure and their specifications utilising the latest available information.</p>
<p>(3) Revise the phasing strategy to include an indicative timeframe for the delivery of the proposed road scheme to support the development of the draft Masterplan area.</p>	<p>The recommendation to include an indicative timeframe for the delivery of the proposed road schemes to support the development of the draft Masterplan area is noted.</p> <p><i>Section 4: Phasing and Implementation</i> does not include the "Indicative Northern Orbital Road" as being linked to any specific tranche of development, as all other enabling infrastructure items are. The provision of the route (in whole or</p>

	<p>part) will be required to unlock the potential of the Confey lands and connect Confey to Ongar and ultimately the M3. The STMR traffic capacity assessment has been undertaken based on a full build out of the Masterplan lands and does not indicate at which Phase the northern access or the Northern Orbital Road would be required to serve the needs of the development. This more detailed assessment would need to be completed at planning application stage for each phase application.</p> <p>However, it is noted that the business case for the strategic roads project serving the wider area is likely to be determined by the NTA / TII, rather than the developers of the Confey lands in isolation. In this context it is considered that the most appropriate approach to securing adequate enabling infrastructure for the Confey lands is through the planning application procedures for each Phase / sub phase of the Confey lands that will be supported a Traffic and Transport Assessment that clearly sets out:</p> <ul style="list-style-type: none">• The nature of the access to the Confey lands from the north to ensure the needs of the development are provided for;• An update on the “Indicative Northern Orbital Route” in relation to the emerging N3-N4 link / M50 resilience roads;• The delivery trigger / development phase that the off-site enabling infrastructure will be delivered with based upon the business case;
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	<ul style="list-style-type: none">• The specification for the new infrastructure;• The funding proposal for the infrastructure based upon the business case; and• Any necessary updates to the Phasing Strategy. <p>It is recommended that a minor amendment be included to Figure 78 'Indicative Phasing Table' in Section 4.2 of the draft Masterplan to include a column for '<i>Estimated Completion Dates</i>' for each phase of the development of Confey.</p> <p>Cost attribution has not been determined formally and therefore it is not considered appropriate to include this through the LAP amendment process.</p> <p>Chief Executive's Recommendation</p> <p>Update "Northern Orbital Route" section to include minor amendment to reflect above text to determine phasing of offsite infrastructure.</p>
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4.0 Submissions from the Prescribed Authorities and Public Bodies

During the public consultation period 008 submissions were received from Prescribed Authorities and Public Bodies (in addition to the OPR) as follows:

Table 4-1 Prescribed Authorities and Public Bodies Who Made Submissions or Observations

Ref. No.	Prescribed Authority/Public Body
007	Transport Infrastructure Ireland (TII)
013	Environmental Protection Agency (EPA)
019	Department of Education
031	Meath County Council (MCC)
034	National Transport Authority (NTA)
035	Office of Public Works (OPW)
077	Uisce Éireann

The response and recommendations of the Chief Executive in relation to the main issues raised are set out under each submission.

Table 4-2 Summary of Submissions from Prescribed Authorities and Public Bodies

Transport Infrastructure Ireland (TII) (Ref. No. KCC-219-007)
<p><u>Issues Raised</u></p> <p>The submission from Transport Infrastructure Ireland (TII) welcomes the consultation on the Proposed Amendment No. 1 to the Local LAP 2020-2023 (as extended) consisting of the integration of the Confey Masterplan into the Leixlip LAP by way of a statutory amendment.</p> <p>This submission states that, as outlined in the Authority's previous submissions to both the Draft Kildare County Development Plan and the Draft Leixlip Local Area Plan in relation to road projects that have potential implications for the national road network but are not schemes promoted by TII, the Authority acknowledges that it is beneficial to identify such schemes that are proposed to be delivered at a local/regional level within the terms of the Plan. However, the submission states that the Council should be aware that TII may not be responsible for financing such additional projects.</p> <p>States that such projects should be developed by the Council to complement the strategic function of the national road network and should not undermine or compromise this function.</p> <p>Chief Executive's Response</p> <p>The content of the submission is noted.</p> <p>Chief Executive's Recommendation</p> <p>No change recommended.</p>

Environmental Protection Agency (EPA) (Ref. No. KCC-219-013)

Submission notes the notice of the Council in relation to the Proposed Amendment No. 1 to Leixlip LAP 2020-2023 (as extended) and associated SEA screening.

The EPA submission outlines its role as one of the statutory environmental authorities under the SEA Regulations in which it focuses on the full and transparent integration of the findings of the Environmental Assessment into plans and programmes. The submission makes reference to the 'self-service approach' via the guidance document 'SEA of Local Authority Land Use Plans – EPA Recommendations and Resources', which is updated regularly and should be taken into account and incorporate the relevant recommendations as relevant and appropriate to the plan or programme.

SEA Determination.

The submission notes that the SEA Regulations, Schedule 2A (S.I. No. 436 of 2004, as amended) or Schedule 1 (S.I. No. 435 of 2004, as amended), as appropriate, set out the 'Criteria for determining whether a Plan is likely to have significant effects on the environment' to use to determine whether the plan or programme would be likely to have significant effects on the environment and notes that in making our SEA Screening Determination, account should be taken of guidance on SEA-related monitoring available on the EPA website at: <https://www.epa.ie/our-service/monitoring-assessment/assessment/strategic-environmental-assessment/sea-resources-and-guidance/>

EPA SEA Screening Guidance.

The submission states that the EPA's guidance document Good Practice Guidance for Strategic Environmental Assessment (SEA) Screening (EPA, 2021) provides specific stand-alone guidance to assist plan or programme makers and SEA practitioners, which focuses primarily on plans/programmes in the non-land use sector in Ireland and includes an elaboration of the steps needed for screening, the legislative landscape underpinning SEA screening, and step-by-step process and templates to assist in preparing the required documentation.

Strategic Environmental Assessment: Guidelines for Planning Authorities (DHLGH, 2022).

The submission states that the above Guidelines provide advice on carrying out SEA in the land-use planning sector for those plans listed in S.I. No. 436 of 2004, as amended. These plans comprise regional, county and local plans, including Regional Spatial and Economic Strategies, County or City Development Plans, variations of Development Plans, Local Area Plans and Planning Schemes for SDZ. The guidelines replace previous guidance for Regional Authorities and Planning Authorities published in 2004.

Sustainable Development.

Submits that in proposing and in implementing the plan or programme, requires consistency the need for proper planning and sustainable development and adequate and appropriate critical service infrastructure should be in place, or required to be in place, to service any development proposed and authorised during the lifetime of the plan/programme. In considering the plan or programme, account should be taken of the need to align with national commitments on climate change mitigation and adaptation, as well as incorporating any relevant recommendations in sectoral, regional and local climate adaptation plans. Further states that the Council should ensure that plans or programmes aligns with any key relevant higher-level plans and programmes and is consistent with the relevant objectives and policy commitments of the NPF and RSES.

State of the Environment Report – Ireland's Environment 2020.

States that in preparing the plan or programme and associated SEA screening, the recommendations, key issues and challenges described in the EPA's published State of the Environment Report Ireland's Environment – An Integrated Assessment 2020 (EPA, 2020) should be considered, as relevant and appropriate to the plan or programme. The submission lists the available guidance and resources that can be accessed at: <https://.epa.ie/our-services/monitoring--assessment/assessment/strategic-environmental-assessment/sea-topic-and-sector-specific-guidance/>

The submissions lists and describes a number of Web Tools that supports and assists authorities in SEA screening and assessment of SEA. These are:

- Environmental Sensitivity Mapping (ESM) Web Tool

The submission states that this tool is a decision support tool to assist SEA and planning processes in Ireland. Notes that it is available at www.enviromap.ie. Submits that this tool brings together over 100 datasets and allows users to create plan-specific environmental sensitivity maps. These maps can help planners examine environmental considerations, anticipate potential land-use conflicts, and help identify suitable development locations while also protecting the environment.

- EPA SEA WebGIS Tool

States that the EPA's SEA WebGIS Tool has been updated recently and is now publicly available at <https://gis.epa.ie/EPAMaps/SEA>, which is intended to assist public authorities in SEA screening and scoping exercises and allows public authorities to produce an indicative report on key aspects of the environment in a specific geographic area.

- Catchments.ie

Submits that the EPA's <https://www.catchments.ie/maps/> website provides a single point of access to water quality and catchment data from the National WFD monitoring programme.

Future Amendments to the Plan or Programme.

The submission reminds the Council that any future amendments to the Masterplan should be screened for likely significant effects and that once the Masterplan is adopted an SEA Statement should be prepared and sent to the environmental authorities.

Appropriate Assessment.

States that the Council should ensure that the Masterplan complies with the requirements of the Habitats Directive where relevant. Submits that where an Appropriate Assessment is required, the key findings and recommendations should be incorporated into the SEA and the plan or programme.

EPA AA Geo Tool

Submits that the EPA's AA GeoTool application has been developed in partnership with the National Parks and Wildlife Service. It allows users to select a location, specify a search area and gather available information for each European Site within the area. It is available at: <https://gis.epa.ie/EPAMaps/AAGeoTool>.

Environmental Authorities.

States that under the SEA Regulations, prior to making your SEA determination, the Council should consult with:

- Environmental Protection Agency;
- Minister for Housing, Local Government and Heritage,
- Minister for Environment, Climate and Communications, and
- Minister for Agriculture, Food and the Marine.

For land use plans covered under S.I. No. 436 of 2004, as amended, the Council should also consult with:

- Any adjoining planning authority whose area is contiguous to the area of a planning authority which prepared a draft plan, proposed variation or local area plan.

SEA Determination

States that, as soon as practicable after the Council making its determination as to whether SEA is required or not, should make a copy of the decision, including, if appropriate, the reasons for not requiring an environmental assessment, available for public inspection at the Council offices and on the Council's website.

Chief Executive's Response

The issues raised in the EPA submission are noted and accepted.

Chief Executive's Recommendation

No change recommended.

Department of Education (Ref. No. KCC-219-019)

The submission from the Department of Education notes the potential pressure that the sizeable population growth targets contained within the masterplan will have on school place provision in the area and acknowledges the manner in which the masterplan seeks to address this issue.

The Department acknowledges the crucial importance of the ongoing work of the Council in ensuring sufficient and appropriate land is zoned for educational needs.

Chief Executive's Response

The comments of the Department of Education are noted. In consideration of the potential population growth arising from the development of the Confey Masterplan lands, the Department of Education has projected an associated demand for school places to serve the Confey community and the requirement to reserve a site to cater for a new 24 classroom primary school. Furthermore, allowing for the wider Leixlip area, which includes the Masterplan lands, the Department has indicated the potential need for a future post-primary school.

Kildare County Council will work with the Department of Education to ensure that the schools brought forward meet the needs of the Department and the wider community. In ensuring a strong Community Hub within Confey with the potential for strong synergies and shared facilities, the draft Masterplan provides for the development of a primary school on a c.1.3ha site on the southern section of the proposed Community Hub lands and a site for a post-primary school (c.2ha) on the northern section of the lands in close proximity to the Community Leisure Centre and the proposed public park on the OS3 lands. Furthermore, where variations to standard Department 'model school' site sizes are necessary, Kildare County Council will seek to ensure that the new school campus has sufficient land designated to provide for a new multi-use games area (MUGA) within the school campus, and this can then be made available to the public outside school hours, which aligns with current best practice, as reflected in Chapter 10 of the Kildare County Development Plan (KCDP) and the 2008 Guidelines on the Provision of Schools and the Planning System.

Chief Executive's Recommendation

No change recommended.

Meath County Council (MCC) (Ref. No. KCC0219-31)

The submission received from Meath County Council states that the Council has no comments to make in relation to the Confey Masterplan.

Chief Executive's Response

The submission from Meath County Council is noted.

Chief Executive Recommendation

No change recommended.

National Transport Authority (NTA) (Ref. No. KCC-219-034)	
Issues Raised	Chief Executive's Response
<p>Masterplan The NTA supports the preparation of a Masterplan for Confey lands in order to develop a new sustainable urban development based on the principles of transport-orientated development. Notes that the development of the lands at Confey are in accordance with the Transport Strategy for the Greater Dublin Area 2022-2042, which provides for the electrification of the Maynooth line and the provision of DART services in accordance with the DART+ West project which is currently with An Bord Pleánala. Notes that the lands to the south of the railway line are also served by existing bus services, which have recently been upgraded in accordance with the BusConnects programme. Notes that the lands are located adjacent to the Royal Canal which is currently at various stages of completion to Greenway standard, and which will have the potential to link the Plan lands by active modes to the wider Leixlip area as well as Maynooth and Dublin City.</p> <p>Masterplan Layout The submission notes that the Masterplan provides for mixed uses along the continuation of Captain's Hill and close to Confey train station and refers to the community and education hub that is located in the centre of the Plan lands and should</p>	<p>Masterplan Layout The submission from the NTA refers to the '<i>proposal to relocate Confey GAA club to the 'northwest' of the Plan lands</i>'. For clarity, it is noted that the submission from Confey GAA (Submission No. 038) states that the club will be remaining at its present location. As set out at Section 3.4 of the draft Masterplan, any proposals will be developed in consultation with Confey GAA and at a later stage.</p> <p>The draft Confey Masterplan, which is supported by a Strategic Transport and Mobility Report, indicates that the current location of the GAA Club will be serviced by a network of two-way cycle routes and infrastructure to promote active travel. Through the provision of safe and segregated infrastructure the scheme hopes to create a very permeable and accessible site connecting both the proposed residential character areas to community spaces and amenities with clear routes for pedestrian and cyclists.</p> <p>In addition, the Royal Canal Greenway and the proposed active travel bridges over the Canal and railway line and the proposed upgrade of Captain's Hill will link the Masterplan facilities and amenities to the wider Leixlip area. These enhancements will provide continuous cycling and walking routes to improve and</p>

<p>therefore, with appropriately designed streets, be safely accessible to the surrounding residential areas.</p> <p>The NTA note that it is proposed to relocate Confey GAA club to the 'northwest' of the Plan lands and states that similarly to schools, sporting and recreational facilities should be located within walking and cycling distances of residential areas, to ensure that these modes which are used by children, allow them to access these facilities and does not continue to engrain a culture of car use. States that the location of the future sporting facilities should be well connected by clear and legible active travel routes which confer advantage to these modes.</p> <p>In relation to the location of the future Confey GAA club and all sporting facilities, the NTA make the following:</p> <p>Recommendation:</p> <ul style="list-style-type: none"> • Ensure that the future Confey GAA club and all sporting facilities are well connected through permeable street design and active travel infrastructure to the planned surrounding residential areas. 	<p>strengthen connections between Leixlip town and the Masterplan lands and GAA club and grounds.</p> <p>Chief Executive recommendation:</p> <p>No change recommended.</p>
<p>Public Transport</p> <p>The NTA submission notes that the Plan lands will benefit from improved public transport, in particular, the delivery of the DART+ West. Refers to the Railway order to facilitate the delivery of the DART which is currently with An Bord Pleánala.</p>	<p>The comments of the NTA in relation to Public Transport provision in the draft Masterplan area are noted. In relation to the NTA's recommendation that a bus layover is indicated in the northern bus-only section, in order to appropriately provide for the requirements of the bus services in this area, the Masterplan provides appropriate</p>

<p><i>Notes that BusConnect improvements to the network have already been implemented in the Leixlip area, including the implementation of the C-Spine as well as several local routes, which directly connect Captain's Hill with Leixlip, Celbridge, Lucan and Clondalkin. The NTA notes that the inclusion of several measures to support the potential for the extension of bus routes into the Confey lands and notes that a potential route has been indicated, as well as bus stops and locations for bus priority measures. Notes that the Plan indicates a section on the northern side of the bus loop as bus only. Suggests that may be an appropriate location to design-in a place for bus layover, which will be required, as this will be a bus termination and starting point for these routes.</i></p> <p>The NTA supports Section 3.2.23 of the Confey Design Code, which states that the design of the link street must be developed to accommodate a bus service, should it be required in the future. The NTA supports Section 3.2.25 which states that bus stops must be located on the carriageway.</p> <p>The NTA notes that the Strategic Transport and Mobility Report, mentions route 139 serving Captain's Hill and notes that this route also currently runs through the Plan lands, along the R149 towards Blanchardstown. States that the Report mentions the 767, which refers to the 'Airport Hopper' service. The NTA notes that this service runs along the R148, through Leixlip Village, but does not go up Captain's Hill.</p> <p>The NTA recommends:</p>	<p>flexibility to facilitate a bus layover if future demand and bus operation requires such a function.</p> <p>With reference to the NTA's recommendation that the road design and layout of the Masterplan lands should not preclude the provision of future bus services which may, in time, be developed to utilise future road connections with neighbouring areas such as Ongar and Maynooth, no road design has been carried out for the strategic routes within the Masterplan area and therefore no bus service is precluded. However, the preliminary cross section for these roads accommodates buses to potentially use these roads. The requirement for bus usage will be incorporated in the road design as part of individual planning applications to be submitted for development phases.</p> <p>Chief Executive recommendation:</p> <p>No change recommended.</p>
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<ul style="list-style-type: none"> • <i>that a bus layover is indicated in the northern bus-only section to appropriately provide for the requirements of bus services for this area.</i> • <i>That the road design and layout of the Plan lands should not preclude the provision of future bus services which may, in time, be developed to utilise future road connections with neighbouring areas such as Ongar and Maynooth.</i> 	
<p>Cycling Network</p> <p>The NTA notes that the Plan provides for 'Primary Off-Road Routes' and 'Roadside Cycle Lanes' (Figure 33). Notes that the roadside cycle lanes appear to provide radial connectivity through the Plan lands along the main desire lines, while the primary off-road routes provide orbital connectivity. States that the ability of the off-road routes to create a network, will lie with the strength of the junctions/crossing locations where the off-road routes intersect with the radial primary off-road routes. Notes that the primary -off road routes will be the main vehicular routes, both for private vehicles as well as public transport. The off-road routes will provide connectivity between residential areas and the town core as well as the schools. States that in order to provide a safe and efficient route for school children in particular, the junctions/crossing points must be designed to ensure optimum safety and in accordance with the Cycle Design Manual.</p> <p>The NTA notes the inclusion of reference to DMURS in the Confey Design Code and states that this should also include reference to the Cycle Design Manual.</p>	<p>The comments of the NTA in respect of the Cycling Network in the Masterplan lands are noted.</p> <p>Section 3.9 of the draft Masterplan states that part of creating a sustainable neighbourhood in Confey and key to its enjoyment is to ensure that it is connected and safe for residents, pedestrians and cyclists. It further states that the future development of the area will therefore be required to respond to the guiding principles set out in the Urban Design Manual: A Best Practice Guide (DoHPLG 2009) and the National Transport Authority's Cycle Design Manual 2023 along with other national and local design guidance. Figure 5-4 'Proposed Cycling Network Within the Masterplan' of the STMR shows the locations where key junctions/crossing points will be provided within the Masterplan area. However, the planning for the active travel network will only be developed in detail during the submission of planning applications.</p> <p>It is noted that Sections 3.8, 3.9 and 3.11 of the draft Masterplan confirm the future development of the Confey Masterplan area will respond to the guiding principles set out in the Cycle Design Manual, the NTA recommends that Sections 3.2.5 and 3.2.6 of the</p>

<p>Submission refers to;</p> <p>Section 3.2.5 – <i>‘Cycling and walking must be encouraged throughout the Masterplan lands with the creation of a network of dedicated and street integrated pedestrian and cyclist routes. In accordance with the Design Manual for Urban Roads and Streets (DTTS & DECLG, 2013) (DMURS, 2019), the Cycle Design Manual and the street typologies illustrated in the masterplan.’</i></p> <p>Section 3.2.6 – <i>‘Off street cycling infrastructure should must be built out on the Link Streets and in accordance with the Cycle Design Manual.</i></p> <p>The NTA makes three recommendations:</p> <ul style="list-style-type: none"> • <i>Indicate the location of key junctions/crossing points where provision will be made for the safe and efficient movement of cyclists to key destinations such as the schools and which will be designed in accordance with the Cycle Design Manual.</i> • <i>That Section 3.2.5 of the Confey Design Code is updated to include reference to the Cycle Design Manual.</i> • <i>That Section 3.2.6 of the Confey Design Code is updated to include the word ‘must’ as well as reference to the Cycle Design Manual.</i> 	<p>Confey Design Code are updated to include reference to the Cycle Design Manual (2023).</p> <p>Chief Executive’s Recommendation:</p> <p>Include the following non-material minor amendments:</p> <ul style="list-style-type: none"> • Section 5.4 of the STMR to include updated drawing 5-4 ‘Proposed Cycling Network within the Masterplan’ and the following additional text: <i>“Figure 5-4 ‘Proposed Cycling Network Within the Masterplan’ of the STMR shows the locations where key junctions/crossing points will be provided within the Masterplan area. However, the planning for the active travel network will only be developed in detail during the submission of planning applications.”</i>
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	<ul style="list-style-type: none"> • Sections 3.2.5 and 3.2.6 of the Confey Design Code to include reference to the Cycle Design Manual (2003).
<p>Pedestrian Network</p> <p>The NTA welcomes the inclusion of filtered permeability or 'filtered junctions' (Figure 40) and states that filtered permeability confers advantage to pedestrians and cyclists and prioritises movement by these modes. The NTA notes and supports the principle outlined in the Confey Design Code, Section 3.2.3, which states that all proposals must upgrade existing sections of strategic roads within the lands to integrated urban streets. It also notes the inclusion of two</p>	<p>The NTA comments in relation to the Pedestrian Network are noted. It is noted that the Masterplan outlines how infrastructure will be provided for each phase of the development of the Confey lands. However, the delivery of specific active travel infrastructure such as the pedestrian and cycle bridges are dependent on external factors that may impact on the provision of these facilities. Therefore, it should be noted that the development phasing cannot depend on the delivery of this infrastructure specifically and may have to</p>

<p>pedestrian and cycle bridges over the railway and canal which will provide connectivity to the wider Leixlip area.</p> <p>The NTA recommends:</p> <ul style="list-style-type: none"> • <i>That the provision of active travel infrastructure such as the two pedestrian and cycle bridges are tied in to the phasing of development in order to ensure that appropriate connectivity is provided from the Plan lands to the rest of Leixlip.</i> 	<p>depend on an alternative funding option for the delivery of this infrastructure.</p> <p>Section 4.2 of the draft Masterplan provides for the development of western active bridge in Phase 1b and the eastern active bridge in Phase 2 of the development of the Masterplan site.</p> <p>Chief Executive's Recommendation</p> <p>No change recommended.</p>
<p>Road Network</p> <p>Then NTA notes that road proposals included in the proposed Masterplan, namely, the 'western road upgrades' and the 'northern orbital road' which is addressed in the Strategic Transport and Mobility Report (STMR). The NTA notes that Report states that the delivery of this link is proposed to be implemented as part of the development of the masterplan and notes that the Report states that this road is not proposed to be specifically associated with any particular phase, but the necessity for its construction will be determined based on more detailed traffic analysis undertaken in future stages. The NTA notes that the GDA Transport Strategy includes Measure ROAD8 which supports the creation of an emergency diversion route in the event of an incident arising on the M50 between junctions 6 and 7 and the potential development of a road link to cater for this requirement as follows:</p> <p><i>Measure ROAD8 – Emergency Diversion Routes.</i></p> <p><i>The relevant local authorities, in collaboration with TII, will undertake design and analyses to assess the</i></p>	<p>The KCDP and the Leixlip LAP adequately addresses the road network identified in the GDA Transport Strategy under Measure ROAD8 and Measure ROAD9, which includes upgrade works to the L1015 and the L1014. Furthermore, Section 6.8 of the draft STMR that accompanies the draft Masterplan, states that 'western road upgrades' consists of minor upgrades to the existing L1015 and the L1014 (Figure 6-14 of the draft STMR refers). See response to the OPR submission.</p>

benefits and implications of a road link between the N3 and N4 national roads, which could provide critical infrastructure resilience in the event of incidents arising on the M50 between Junctions 6 and 7, in addition to providing potential orbital public transport corridor.

The NTA notes that the GDA Transport Strategy also supports the provision of new road infrastructure in accordance with Measure ROAD9, in particular to enhance orbital movement between the N3 and N4, to develop appropriate road links to service development areas and support local reconfiguration to address safety deficiencies and integrated transport proposals. The NTA states that it is considered that the upgrading of the L1014 and L1015 as well as the provision of the northern link road are in accordance with Measure ROAD9 as follows:

Measure ROAD9 – Regional and Local Roads Policy

2. Enhance orbital movement between the N3, the N4 and N7 national roads, by improving existing roads and/or the development of new road links where deemed appropriate, for the purpose of providing resilience to the operation of the M50 and incorporating provision for sustainable transport;

4. Develop appropriate road links to service development areas, including the provision of public transport (where required) and active travel facilities;

6. Implement various junction improvements, realignments and local reconfigurations on the regional

<p><i>and local road network to address safety deficiencies and/or support integrated transport proposals catering for all road users.</i></p> <p>The submission states that the NTA recommends that the 'western road upgrades' and the 'northern orbital link' should be developed in accordance with Measure ROAD8 and Measure ROAD9 with the potential to fulfil the requirement to provide an alternative link between urban areas as well as the potential to allow for potential future orbital public transport. It further notes that in terms of the ability of the lands to support future development, the NTA considered that the provision of the 'western road upgrades' and the 'northern orbital link', should be carefully tied into a phasing programme for the development of the lands in order to ensure that future vehicular movement, both private vehicles and public transport, can be adequately provided for and to ensure appropriate connectivity between neighbouring urban settlements and higher order services.</p> <p>The NTA refers to the STMR which identifies the existing mode share for Leixlip, as well as including the expected share mode for the Confey lands based on the inclusion of a suite of sustainable measures. States that the share mode target of 32% for the proposed masterplan is very ambitious.</p>	
<p>In relation to the Western Road Upgrade and the Northern Orbital link road, the NTA makes the following three recommendations:</p>	<p>Please refer to response to issues raised by the Office of the Planning Regulator in their submission (at Section 3 of this report).</p>

<ul style="list-style-type: none"> • That the proposed 'western road upgrades' and 'northern orbital link' be designed in accordance with Measure ROAD8 and be agreed with both the NTA and TII and that this should be agreed prior to the phases of development which are dependent on its delivery. • That the 'western road upgrades' and 'northern orbital link' be designed in accordance with the principles of Measure ROAD9 and be agreed with both the NTA and TII and that this should be agreed prior to the phases of development which are dependent on its delivery. <p>That the Confey Masterplan includes that the provision of road upgrades and new road development, referred to as the 'western road upgrades' and the 'northern orbital link' are included in the phasing requirements for the development of the Plan lands, in order to ensure vehicular movement, both private vehicles and public transport are adequately provided for and to provide connectivity to neighbouring settlements.</p>	
<p>DART+ West Project</p> <p>Submission states that in relation to the DART+ West project, the NTA <i>requests</i> that the Masterplan stipulates that all proposed developments and projects that are located adjacent to the railway line or interact with the railway line are referred to the NTA in advance of the lodgement of planning applications.</p> <p>In relation to all proposed developments and projects adjacent to the DART+ West project, the NTA makes the following recommendation:</p>	<p>DART+ West</p> <p>The NTA comments in relation to all proposed developments and projects adjacent to the DART+ West project are noted. The NTA makes the following recommendation:</p> <p>That the Masterplan states that all future developers of lands are required to liaise directly with NTA in advance of planning applications to ensure that the proposed development is undertaken in a manner which facilitates the construction and operation of the DART+ West project.</p>

<p>That the Masterplan states that all future developers of lands are required to liaise directly with NTA in advance of planning applications in order to ensure that the proposed development is undertaken in a manner which facilitates the construction and operation of the DART+ West project</p>	<p>Chief Executive's Recommendation</p> <p>Include non-material minor amendment: Include a footnote to Section 3.13 Character Areas & Development Parcels to refer to the proposed DART+ West expansion project as follows:</p> <p style="padding-left: 40px;">Kildare County Council will liaise with the NTA/ Irish Rail for the purposes of information sharing to enable the planning authority to ensure that all proposed development proposals are undertaken in a manner which facilitates the construction and operation of the DART+ West project.</p>
<p>Parking</p> <p>The NTA notes the requirement in Section 5.3.2 of the Confey Design Code to provide a detailed car parking strategy and Mobility Management Plan that facilitates shared or reduced use of car parking by different uses must be submitted with applications.</p> <p>The NTA notes that cycle parking must be provided in accordance with the requirements of the County Development Plan.</p>	<p>NTA comments are noted.</p> <p>Chief Executive's Recommendation:</p> <p>No change recommended.</p>

Office of Public Works (OPW) (Ref. No. KCC-219-035)	
Issues raised	Chief Executive's Response
<p>The submission is made specifically regarding flood risk and the application of the Guidelines on the Planning System and Flood Risk Management (DECLG/OPW, 2009) (the 'Guidelines') and the OPW welcomes the acknowledgment of the Guidelines and the preparation of an SFRA for the Masterplan lands.</p> <p>Justification Test</p> <p>The submission refers to Section 5.1.1 of the SFRA, which states that <i>"The Development Plan Justification Test (or Plan Making Justification Test) for the Confey Masterplan area was carried out as part of the Leixlip LAP SFRA using mapped flood zones. It was applied where land use zones which would generally be inappropriate with a high degree or moderate risk of flooding for uses which are vulnerable to flooding, and where avoidance or substitution was not appropriate. The land use zones within the Confey Masterplan area were found to satisfy all the criteria of the Development Plan Justification Test"</i>.</p> <p>Submission states that highly vulnerable development is not appropriate in Flood Zones A or B unless all criteria of the Plan Making Justification Test have been satisfied. Submission notes that the Plan Making Justification Test applies only to lands "Within or adjoining the core (defined as the centre for a broad range of employment, retail, community, residential and transport functions) of an established or designated urban</p>	<p>The comments of the OPW are noted. The Strategic Flood Risk Assessment has been prepared by RPS for KCC.</p> <p>It is noted that the Masterplan lands in Flood Zone A and B are zoned for 'New Residential within the Leixlip LAP (as extended) and the Masterplan is consistent with the relevant zoning.</p> <p>The Masterplan appropriately considered flood risk and places highly vulnerable development outside of Flood Zone A and B in accordance with the sequential approach of The Planning System and Flood Risk Management Guidelines for Planning Authorities (DoEHLG and OPW 2009). The Development Management Justification Test is therefore not required to be assessed within the Masterplan SFRA.</p> <p>It is considered that the Masterplan is consistent with the relevant zoning in the Leixlip LAP (as adopted) and a Justification Test is therefore not required to be assessed within the Proposed Alteration SFRA, which does not include amendments to the adopted Land Use Zoning.</p> <p>KCC notes the advice of the OPW that the plan making Justification Test will be necessary for the R4, R6 and R7 lands in any future iterations of the LAP, having regard to the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009).</p> <p>Chief Executive's Recommendation</p> <p>No change recommended.</p>

settlement". States that this does not apply to lands at the periphery of a settlement.

Site Specific Flood Risk Assessments

The submission from the OPW states that Objective 13.2 of the draft LAP was "To ensure development proposals within the areas outlined on the Flood Risk Map are the subject of Site-Specific Flood Risk Assessment".

The submission notes that it does not appear that this area outlined on the Flood Risk Map has been updated to reflect the additional lands zoned as a result of Material Alteration Number 57.

Sustainable Urban Drainage

The submission states that the OPW welcomes the Confey Masterplan Engineering Report, which provides for an integrated area based provision of SuDS in the Masterplan area.

Errata – SFRA

The submission refers to errata in the SFRA as follows:

- Section 3.1 of the SFRA states that the Guidelines and Technical Appendices can be found at www.opw.ie. Submission notes that the Guidelines and Technical Appendices should be found at the following link:
http://www.gov.ie/en/search/?type=general_publications&organisation=department-of-housing-local-government-and-heritage
- Section 4.1 of the SFRA states that "A review of historical flood data was carried out for the Eastern CFRAM Studies using information provided on www.floodmaps.ie and in consultation with KCC". Submission notes that the historical flood data should be found on www.floodinfo.ie

Uisce Éireann (Ref. No. KCC-219-077)	
Issues Raised	Chief Executive's Response
<p><u>Water Network</u></p> <p>UE state that the Confey area is currently served by:</p> <ul style="list-style-type: none"> • A 3 inch uPVC watermain along the Dunboyne Road; • 50mm UPVC water supply pipe spur south on the R149; and • 50mm UPVC water supply pipe spur north from the R149 on the L5052. <p>UE notes the proposal to install a ring main feed to serve the various catchments that will be designed in accordance with UE's relevant codes of practice.</p> <p>States that new infrastructure will be developer led.</p> <p><u>Wastewater Treatment Capacity</u></p> <p>UE state that there is currently sufficient headroom at the Leixlip WWTP to cater for proposed developments in Leixlip over the CDP period. This is based on the population targets listed in the County Development Plan and set out in the amended Leixlip LAP (as amended). The wastewater capacity registers can be found at the following link: http://www.water.ie/connections/developer-services/capacity-registers/wastewater-treatment-capacity-register/kildare/.</p>	<p>The comments in the submission from Uisce Éireann are noted. The comment that the full build out of the Confey Masterplan area will be beyond the timeframe of the CDP is noted and the Water Supply Project for the East & Midlands will be needed to service the entire Masterplan area and future growth in Leixlip.</p> <p>It is noted that the submission states that there is currently sufficient headroom at the Leixlip WWTP to cater for proposed developments in Leixlip over the CDP period, based on the population targets listed in the County Development Plan and set out in the amended Leixlip LAP 2020-2023 (as extended to 2026). With regard to the proposed phasing, particularly the longer-term targets, early engagement with the Uisce Éireann Connections and Developer services is advised. It is noted that Uisce Éireann is currently preparing a Drainage Area Plan for the Lower Liffey Valley and the final Stage 4 of the DAP (Strategy, Optioneering & Future Solutions Design) are currently underway.</p> <p>The comments in relation to the existing infrastructure assets and the need for same to be considered in any design layout are noted and accepted.</p>

States that the register is only an indication of available capacity at a point in time.

- Full build out of the Confey Master Plan area will be beyond the timeframe of the CDP. With regard to the proposed phasing, particularly, the longer term targets, early engagement with UE's Connections and Developer services section is advised.

Wastewater Network

A sewer runs along the south-east perimeter of the Confey area (along the Canal) however the majority of the Masterplan area can be deemed unserved. Provision of new local sewers shall be developer led.

UE notes the proposal to collect the proposed development with a separate branched network system which is largely drained by gravity.

UE states that it is currently preparing a Drainage Area Plan for the Lower Liffey Valley. The final Stage 4 of the DAP (Strategy, Optioneering & Future Solutions Design) are currently underway.

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Notes for New Developments

UE state that all new residential and commercial/industrial developments withing to connect to an Uisce Éireann network

Section 33 of the Planning and Development Act 2000 (as amended) require applicants where it is proposed to connect the development to a public water or wastewater network, or both, to submit evidence that Uisce Éireann has confirmed that it is feasible to provide the appropriate service or services and that the relevant water network or networks have the capacity to service the development.

Chief Executive's Recommendation

No change recommended.

are to be assessed through Uisce Éireann's Connections and Developer Service process which will determine the exact requirements in relation to network and treatment capacity. Connections to Uisce Éireann networks are subject to our Connections Charging Policy. Further information is available at: <http://www.water.ie/connections/developer-services/>

Spatial Extent of Networks – the spatial extent of Uisce Éireann's networks is accessible through Uisce Éireann's ArcGIS Online web viewer at: <http://irishwater.maps.arcgis.com/home/index.html> which provides information on the position of its underground network as a general guide only, on the strict understanding that it is based on the best available information.

Where Uisce Éireann assets are within a proposed development site, these assets must be protected or diverted. If there is a possibility that Uisce Éireann assets will need to be altered or diverted because of a proposed development, a diversion agreement may be required. Further information on this process is available at:

<http://www.water.ie/connections/developer-services/diversions/>

States that development in the vicinity of Uisce Éireann assets must be in accordance with Uisce Éireann's standard details and codes of practice.

5.0 Implications of newly published s28 Guidelines

The ‘Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities’, together with an associated Circular letter (NRUP 02/2024) were published in mid-January 2024.

These new guidelines replace the now revoked ‘Sustainable Residential Developments in Urban Areas: Guidelines for Planning Authorities’ of 2009. The Kildare County Development Plan (CDP) was prepared in consideration of the now revoked 2009 guidelines. The previous guidelines informed the indicative density ranges for residential development and the distribution of population/housing targets (and associated residential zoned land requirements) for each settlement in the County, as contained in the Core Strategy.

Under the *Planning and Development Act*, planning authorities are required ‘to have regard’ to Ministerial Guidelines, comply with the stated SPPRs, and to demonstrate how such Guidelines have been applied/implemented within statutory development plans. Such guidelines are also to be applied in the determination of planning applications. In addition, Circular letter NRUP 02/2024 requests that planning authorities review all statutory plans, identify if there are material inconsistency(s) with the new Guidelines and commence the plan variation process where such inconsistency(s) have been identified.

The new Ministerial Guidelines provide the following:

<p>Policy and Objective 3.1: Residential Density Ranges</p>	<p>It is a policy and objective of these Guidelines that the recommended residential density ranges [in the Guidelines] are applied within statutory development plans and in the consideration of individual planning applications, and that these criteria can be refined locally using the criteria set out in Section 3.4 where appropriate</p>
<p>Policy and Objective 4.1: DMURS</p>	<p>Implement the principles, approaches and standards set out in the Design Manual for Urban Roads and Streets in carrying out their functions under the PDA 2000 (as amended) and as part of an integrated approach to quality urban design and placemaking.</p>
<p>Policy and Objective 4.2: Urban Design and placemaking</p>	<p>Key indicators of quality urban design and placemaking set out in Section 4.4 are applied within statutory development plans and in the consideration of individual planning applications</p>
<p>Policy and Objective 5.1 – Public Open Space</p>	<p>New public open space standards and approach to be integrated into development plan and applied through individual planning application processes.</p>

SPPR 1 – Separation Distances	New separation principles and distances to be integrated into the statutory development plan and applied in individual planning applications.
SPPR 2 – Private Open Space Standards for Houses.	New private open space standards to be integrated into the statutory development plan and applied in individual planning applications.
SPPR 3 – Car Parking	New mandatory maximum car parking standards to be applied to individual planning applications
SPPR 4 – Cycle Parking and Storage	All new housing schemes (including mixed-use developments including housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors.

Whilst much of that included in the s28 Guidelines is a reframing of existing national guidelines, some aspects are new. Of particular relevance to the Confey Urban Extension will be residential density where new policy and objective framework applies:

Document	Density range	Commentary
GPA	30dph -to-50dph (allowance for densities up to 100dph)	The Confey Urban extension is an accessible Urban extension to a “Metropolitan Town (5000+ population) under the GPA and therefore the densities indicated apply.
Confey Masterplan	35dph-to-50dph, with up to 50dph in mixed use / land parcels close to Confey Dart+ West station	

The Leixlip Local Area Plan and Confey Masterplan are therefore **in compliance with the stipulations set out in the new Guidelines**:

There is scope to apply densities of 50dph-to-100dph in suitable accessible locations within Confey and be in compliance with the new GPA (e.g. in the mixed use / close-to-station land parcels). Such an approach would be assessed at planning application stage.

6.0 Issues raised by themes in submissions or observations from all other persons or bodies.

Chapter 1 Introduction

Vision, Design Principles & Context

Vision for Confey and Leixlip

Submission Number									
001	004	006	008	015	044	050	063	064	082
085	088	095	096	100	102	107	108		

A number of the submissions refer to Leixlip as a 'Village' and, one submission refers to Confey as a separate parish from Leixlip and questions how it can be intrinsically linked to Leixlip. Several submissions express concern that the extent of development and growth planned for Leixlip is unsustainable.

Many submissions refer to the number of vacant and abandoned buildings on Main Street in Leixlip and lack of car parking spaces in the town. Another submission questions how the development of a new town in Confey with new facilities will help to drive new business in Leixlip Village.

The submission received in relation to Leixlip Castle is noted.

Chief Executive's Response

Leixlip Town Centre

Chapter 6 (Urban Centre and Retailing) of the Leixlip LAP sets out policies and objectives to protect and enhance the quality, ambience and vitality of the traditional heart of Leixlip Town Centre. These policies and objectives relate to the Town Centre, Retailing, Regeneration, the Town Centre Public Realm and Public Realm Improvements, some of which have been implemented.

A Leixlip Town Renewal Plan has been prepared by consultants for KCC to identify actions / projects to progress the enhancement of the Town Centre, public realm, key delivery projects and town centre issues, which includes car parking. This *Plan* is due to be published in Q1 of 2024.

When adopted, KCC's Strategic Projects and Public Realm team will actively pursue opportunities to rebalance Leixlip's streets into people-orientated rather than vehicle-orientated spaces and the prioritisation of compact growth. A town centre first approach to the development of the town will seek to progress priority regeneration

projects for the community of Leixlip. Concerns in relation to town centre vacancy and parking will form part of the Town Renewal Plan.

Connecting Confey to the Town Centre

The proposed Captain's Hill Improvements forming part of the overall Confey Masterplan aims to relieve traffic congestion on the road as a whole, however, it places particular importance to the junction with Main Street. In addition, it is intended that many of the other proposed transport and active travel measures in and surrounding the Draft Masterplan area will have a positive impact on traffic/mobility in the town centre by reducing the amount of commuter traffic passing through the town.

Confey

Notwithstanding that the town is still regarded as a 'village' by many of its residents, regional planning policy identifies the Confey Masterplan lands as a strategic residential landbank within the North-West Corridor in the Dublin Metropolitan Area (DMA). The proximity of the Confey lands to the proposed DART+ West high-capacity transport route makes it the ideal place to create a new sustainable compact well-designed mixed-use neighbourhood, which harmonises with and enhances the existing built and natural environment of Leixlip, in line with the objectives of the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES). The broadened Confey community will be integrated with the existing settlement by public transport services and socially through the services and facilities which it will offer to Leixlip.

Objective CON 1.1(a) of the Leixlip LAP, which states that *"No residential development shall take place on the lands identified within the Confey Urban Design Framework (UDF) until such time as a masterplan is prepared and integrated into the Leixlip LAP...."*, aims to avoid a disconnected development-led expansion of the Confey lands. Kildare County Council intends to support and encourage the development of these lands through an evidence based, plan led Masterplan where the main infrastructure will be delivered in tandem with the delivery of the housing units and other land uses as set out in the Phasing Strategy of the Draft Masterplan.

Central to the Confey Masterplan concept, is the integration of new development into the existing Confey Neighbourhood and other areas of Leixlip, including the town centre. The Masterplan employs the "10 Minute Neighbourhood Concept" to ensure that the Confey Urban Extension will benefit from high quality internal connectivity to a wide range of neighbourhood facilities and services.

The development of the draft Masterplan lands will be delivered on a phased basis to ensure the required infrastructure, facilities and amenities are provided in tandem (see Chapter 4 of this Report). The provision of infrastructure such as transportation infrastructure, water and drainage facilities necessary to serve a particular development will be provided for as part of the relevant planning application and secured through the development management process.

The Masterplan offers an opportunity to develop a new street running north from the R149/L1015 Dunboyne Road that will facilitate connectivity to Captain's Hill and facilitate new Bus Connects C Spine routes to terminate within the Masterplan area. The development of a network of primary and secondary road, paths and cycleways throughout the new neighbourhood will link it to adjoining areas in a manner that provides accessibility for all. The development of active travel measures comprising of two new pedestrian/cycle bridges across the Canal and railway line will link the proposed pedestrian and cycle network in Confey with the public open spaces in the River Forest and Newtown/Glendale residential estates. The construction of the bridges and associated cycle routes will create a continuous off-road connection from the Masterplan area to Confey Community College to the west, St. Catherine's Park to the east and south to Leixlip town centre and the wider area.

Chief Executive's Recommendation

No change recommended.

Chapter 2 Context

2.2 Understanding the Site – Issues raised.

Natural Heritage/Environment

Submission Numbers				
020	051	053	074	082
086	087	088	095	102

A number of submissions state that it is vital that the necessary steps be taken to minimise the loss of hedgerows, trees, etc during construction and that green infrastructure be as much as possible re-instated. A narrow strip of a managed park area does not replace the expansive natural setting for flora and fauna that submissions suggest will be lost. A number of other submissions suggest that the development of these lands will have a devastating impact on wildlife and biodiversity, e.g. birds, bats, foxes, and badgers.

Chief Executive's Response

The evidence-based assessments carried out to inform the Draft Masterplan assessed the quality of hedgerows, trees, planting etc. As such the Masterplan provides for the retention of identified high to moderate quality planting, trees or hedgerows where feasible which provide a valuable resource and enhance the quality of the new neighbourhood at Confey. The Masterplan also supports measures for the protection of retained trees, hedgerows (including tree protection zones and root protection areas) during the development of development parcels on the site.

Replacement planting will be required as part of any application for development within the Masterplan lands, as necessary. The Draft Masterplan recognises the potential for these existing natural features to provide greater habitat features and greater connectivity to a range of potential species, notably along 'ecological corridors'. In addition, it is noteworthy that objective GI1.2 of the Leixlip LAP ensures that key trees, woodlands and high value hedgerows identified in the Leixlip Habitat Survey, and the linkages they provide to larger areas of green infrastructure and the wider countryside, are retained and integrated into the design of new developments where appropriate.

Chief Executive's Recommendation

No change recommended.

Confey Castle & Confey Church

Submission Numbers				
050	063	064	065	088

The submissions raised concerns that the protected status of both Confey Castle (B06-04) and Confey Church (B06-03) may be removed.

Chief Executive's Response

Both structures are listed on the Kildare County Council's Record of Protected Structures and the Leixlip LAP includes an objective to protect all structures (or part of structures) and their immediate surroundings including the curtilage and attendant grounds of structures contained in the Record of Protected Structures (BH1.1).

It is important to note that the Proposed Amendment does not propose to remove **any** structures from the KCDP Record of Protected Structures.

Development proposals will be required to conserve and enhance the built heritage assets and to take full account of the designated archaeological assets on the Sites and Monuments Record (SMR) through the development management process.

Chief Executive's Recommendation

No change recommended.

2.5 Utilities Strategy

Foul Odours

Submission Numbers						
047	054	055	056	059	076	100

Submissions received in relation to the Utilities Strategy set out concerns in relation to the proposed foul drainage plan as set out in Drawing No. SK-C-0002 '*High Level Foul Scheme*' of the Engineering Report that accompanies the Draft Masterplan, which indicates the location of Foul Sewer Outfalls, specifically, Outfall 3 in the south-eastern area of the Masterplan lands and located directly opposite a group of houses in Glendale Meadows.

Chief Executive's Response

Uisce Éireann (formerly Irish Water) is the agency responsible for the operation and management of public wastewater services. Kildare County Council is responsible for the management of surface water. Please refer to Section 4 for response to issues raised by Uisce Eireann.

Kildare County Council works with Uisce Eireann to ensure that all zoned land is serviced or serviceable within the period of the Development Plan.

Chief Executive's Recommendation

No change recommended.

2.6 Flood Protection, SUDS and Climate Resilience

Flood areas in Confey.

Submission Number								
009	044	048	050	054	055	059	061	063
064	065	071	076	085	088	095	097	

A number of submissions refer to flooding issues in the south-east corner area of the Masterplan lands and the impacts on the surrounding residential areas. Some suggest that the development of c.1,700 units could have a serious knock-on effect for the residents downstream including Mill Lane and Castle Park, in particular.

Chief Executive's Response

Regarding the Confey Masterplan lands, the Council is cognisant of flooding issues in the Confey area, and this was identified as a constraint during the preparation of the Leixlip LAP. As a result, the area at risk of flooding on the eastern side of the south flowing stream was designated as Open Space and Amenity and this zoning objective has been maintained in the Proposed Amendment / Masterplan.

In addition to areas zoned for water compatible land use, the Draft Masterplan has been designed to mitigate against the flood risk and demonstrates a commitment to incorporating a nature-based approach to SuDS where possible, utilising the existing water courses and natural characteristics of the site to retain the existing drainage pathways, improve the quality of water leaving the site and maintain the discharges in line with the greenfield run off rate. All developments will be required to be built in accordance with SuDS principles and in compliance with the surface water and drainage policies of the Leixlip LAP and the Kildare County Development Plan.

Planning applications will, where appropriate, be required to be accompanied by a landscape plan incorporating the nature-based SuDS approach and a detailed Site-Specific Flood Risk Assessment (SSFRA) to be considered by the planning authority during the development management process.

Chief Executive's Recommendation

No change recommended.

Chapter 3 Masterplan

Land Use

Confey GAA lands.

Submission Number					
003	005	008	024	032	036
038	040	042	047	048	050
051	062	063	064	065	066
069	071	073	074	076	079
080	082	083	084	086	087
088	090	095	097	100	107
108	106	107	108		

Several submissions consider that there is no justification for Confey GAA moving from its current location. The submissions state that the current location of Confey GAA is more accessible to the existing residents of Confey and any re-location would be a huge loss to the existing community and further state that additional lands along the canal should be incorporated into the Confey GAA club.

The submission from Confey GAA (No. 038) specifically states that they are broadly supportive of the development of housing in the Confey area. However, it believes that the proper infrastructure must be developed in conjunction with houses. The submission states that they intend to remain at their current location and that consideration be given for the provision of playing pitches for Confey GAA in the OS2 lands rather than the OS3. The submission further notes that OS3 lands are a considerable distance from the current clubhouse.

Several submissions suggest that the Masterplan does not adequately explain what will happen the Confey GAA grounds and state that the current location of Confey GAA should be indicated on the Masterplan Map.

Chief Executive's Response

The lands within which the Confey GAA complex is located are zoned Mixed-Use in the Leixlip LAP due to their central location within the overall masterplan lands and their proximity to Dublin-Maynooth rail line, which is soon to be upgraded by the DART+ West project. The Mixed-Use land use zoning has the potential to provide for a variety of uses to complement the new Confey neighbourhood.

It is important to note that the masterplan does **not** require the relocation of the GAA club / use. The decision to develop the site in accordance with the zoning is a matter for the various landowners. In that regard, the Phasing Strategy of the Draft Masterplan indicates that if the landowners were to develop the site or part of it for mixed-use development, it would be delivered in Phase 5.

Should Confey GAA decide to move then lands outside of the Confey Masterplan lands would need to be secured by the club to meet their needs. Another option is that the Club could retain their clubhouse / pitch in its existing location and develop training facilities / additional pitch in another location.

Chief Executive's Recommendation

No change recommended.

Schools / Community Hub

Several submissions are concerned that the schools will not be delivered when needed to serve the needs of Confey and the wider area.

Chief Executive's Response

Section 3.14 of the Draft Masterplan indicates that the Community Hub lands provides a site of c.1.3ha for the development of a primary school on the southern section of the site and a site of c.2ha for the development of a post primary school at the northern end of the Community Hub lands.

Kildare County Council works closely with the Department of Education, who are responsible for delivering schools.

The role of the local authority is to ensure that sufficient land is zoned at appropriate locations for projected need and to assist in acquiring land, when required using the Planning and Development Act.

Kildare County Council continue to work with the Department to ensure that the schools brought forward meet the needs of the Department and the wider community and where variations to standard Department 'model school' site sizes are necessary, Kildare County Council will seek to ensure that appropriate mitigations are in place, such as availability of complementary adjacent Multi-Use Games Area (MUGA)/sports pitches/sports facilities within the proposed Public Park and Sports Centre.

Chief Executive's Recommendation

No change recommended.

Liveboard Community in Confey.

The submission from the IWAI on behalf of the liveboard community in Confey is noted.

Chief Executive's Response

It is noted that the Royal Canal Amenity Group facility in Confey is located outside Draft Masterplan lands and does not fall within its remit. Waterways Ireland is responsible for the provision of service block facilities on the Royal Canal.

Chief Executive's Recommendation

No change recommended.

3.5 Landscape, Green Infrastructure, Open Space Strategy and Public Realm Issues raised.

Linear Park / Open Spaces & amenities

Submission Numbers					
008	032	038	062	066	069
076	079	080	082	083	088
090	093	095	099		

Submissions received state that the Masterplan refers to local parks with open spaces and potential amenities, however no firm commitment to provide or fund same is given. A number of submissions suggest that the Parks department are currently unable to maintain existing parks and appear to have no capacity for additional projects and it is requested that a firm commitment be given by KCC to retain existing areas and any new landscaped areas to a high standard.

Other submissions highlight that Leixlip has two rivers and a canal running through it, with very little amenity made of any of them in the town and submissions suggest further enhancements are made, for example, seek to build a much longer harbour.

Many submissions propose that allotments, community gardens and parks should be made available for all and be multi-use as much as possible and an Outdoor Youth Recreation Action Plan should be formulated to identify the needs of young people and to improve the quality, and diversity of outdoor youth recreational facilities.

Chief Executive's Response

The request for a firm commitment from Kildare County Council to retain existing areas and any new landscaped areas to a high standard is noted.

However, the Draft Confey Masterplan is a land-use plan and its role is to allocate space for various lands uses. In that regard, it is considered that the Draft Masterplan provides for a comprehensive variety of open space including the larger open spaces in OS1, OS2 and OS3 lands, as well as local parks and pocket parks. The Park facilities will be subject to a brief developed by KCC to address local requirements in partnership with developers. The ambition is for the parks and open spaces to be to an excellent standard and be fully accessible, multi-purpose and managed as municipal facilities for the benefit and use of all, whilst meeting broader objectives relating to SuDS, biodiversity, play, active recreation, passive recreation and more.

Chief Executive's Recommendation

No change recommended.

3.7 Sports, Passive Recreation, Active Recreation and Play Strategy Issues raised.

Playing fields / Play strategy

Many submissions received suggest that a play strategy should be part of the overall Masterplan and that parks and recreational facilities, as proposed, need to be developed on a phased basis with a ready fund and should be developed during each phase of the project.

Chief Executive's Response

Section 3.7 of the Draft Masterplan includes a Play Strategy which supports the provision of children's play facilities where appropriate incorporating numerous aspects of passive and active recreation throughout the Masterplan area. The Play Strategy also supports the inclusion of Multi-Games Area (MUGA) adjacent to the schools in the Community Hub lands. The Draft Masterplan requires that a Play Strategy should form part of any future permission for development within the masterplan lands. The design of all play areas shall be agreed with the Parks Department of the Council during the Development Management process and the location of all play areas should align with the Draft Confey Masterplan open space strategy in Section 3.5.

The Draft Masterplan complies with the provisions of the Open Space and Outdoor Recreation Strategy in Appendix 3 of the Kildare County Development Plan 2023-2029 and the adopted KCC Play Strategy.

Chief Executive's Recommendation

No change recommended.

3.8 Transport & Mobility Strategy: Main Issues Raised

There are several recurring transportation issues which were the subject of a significant number of submissions. These mainly include concerns in relation to the integration of infrastructure and land-use, the road infrastructure upgrades, active travel measures and public transport provision. A number of these issues are also captured and have been addressed in Section 3 (Office of the Planning Regulator) and Section 4 (National Transport Authority).

Integration of Transportation and Land Use

Submission Numbers										
002	003	016	022	026	033	039	044	048	050	051
053	054	055	056	059	070	073	079	082	084	085
086	088	099	100	101	102	103	105	106	107	108
112										

A large number of submissions question whether the development of transport infrastructure to serve the existing community and proposed new community in Confey will occur in tandem with the development of the Confey Masterplan lands.

The NTA's submission (addressed in section 3) supports the preparation of a Masterplan for Confey adjacent to the Maynooth line, which is soon to be electrified in accordance with the DART+ West project and is consistent with the Transport Strategy for the Greater Dublin Area (2022-2042) (the 'GDA Transport Strategy'). The submission from the OPR welcomes the proposed Transport and Mobility Strategy which seeks to provide for sustainable active travel measures to enhance the existing high quality public transport available in the area, consistent with MT 1.5 of the LAP and Policy TM P1 of the Kildare County Development Plan. The TII, the NTA and the OPR, in their submissions, note the proposed development of the DART+ West project to Maynooth, which will facilitate the integration of land-use and transport in the wider Leixlip area.

The NTA submission notes the BusConnect improvements, which have already been implemented in the area south of the Masterplan lands and which has the potential to link Leixlip and the Masterplan lands to neighbouring areas in Ongar/Blanchardstown and Maynooth.

The NTA submission further notes the proximity of the Confey Masterplan lands to the Royal Canal Greenway, which is currently at various stages of completion and notes that it will have the potential to link the Confey lands by active modes to the wider Leixlip area as well as to Maynooth and Dublin City.

Chief Executive's Response

At present, the Masterplan area (of c.73ha) is mainly agricultural in nature except for a small number of dispersed one-off dwellings situated close to the R149. However, the entire site is zoned for mixed-use development in the Leixlip Local Area Plan 2020-2023 (as extended). Most of the site that is zoned new residential zoning is clustered around the mixed-use node that is focussed around Confey Railway Station. The area around the cemetery and to the north of it is zoned for community and education purposes. Land portions have also been zoned for strategic open space as well as open space and amenity which provides the opportunity to provide a permeable urban structure. The higher density development is focussed near the Captain's Hill/R149 junction and provides the opportunity for a compact urban structure where all services and facilities are within a 10-minute walking or cycling distance.

At a strategic level, the development of the Confey Masterplan lands on a strategic transport corridor accords with the objectives of national and regional policy including the Greater Dublin Area Transport Strategy 2022-2042, which seeks to integrate land-use and transportation to achieve sustainable development. At a local level, the Kildare County Development Plan 2023-2029 is committed to focusing on the need to underpin the planning process with an integrated approach to sustainable transport and recognises the key role that integrated land-use and transportation has in delivering social, economic and environmental sustainability (p.145).

It is an objective of the Leixlip LAP to focus people-intensive land uses around existing and planned public transport nodes and improve access to services (MT2.1). The Confey Masterplan delivers on this objective in a plan led, evidence-based manner.

In that regard, the Confey Masterplan lands are excellently situated in terms of existing and proposed sustainable transport access. Confey Train Station, immediately to the south, unlocks the site for sustainable access to key areas such as Dublin and Maynooth. Furthermore, planned upgrades to the rail line as part of the DART+ West project, are proposed to double the existing capacity of the line during the timeframe of the Masterplan.

The Royal Canal Greenway, which is currently under construction, will further enhance the sustainable transport characteristics of the area and improve connections for pedestrians and cyclists to key trip destinations such as Dublin City Centre, Maynooth and key employment sites such as Collinstown and Blanchardstown.

In relation to the submissions received in respect of the BusConnect links to Leixlip and the Confey area, the Draft Masterplan and the STMR supports the extension of the BusConnect service to the Confey Masterplan lands by providing for a new BusConnect terminus within the Masterplan area to facilitate existing routes terminating near Confey Rail Station and to allow for additional C Spine routes to terminate within the masterplan lands. The proposed bus route will allow for bus turnaround within the masterplan, which will provide bus stops directly adjacent to

both the proposed primary and post-primary schools. Where necessary, bus priority measures in the form of bus lanes and/or bus priority signals will be provided.

The Draft Masterplan supports an extensive pedestrian and cycling network throughout the masterplan area with links to proposed active travel measures proposed for lands outside the masterplan area.

To ensure that the Draft Masterplan delivers development for the population and employment growth projected for Leixlip in a sustainable manner, the guiding principle for infrastructure delivery is to ensure the delivery of a sustainable residential neighbourhood with an emphasis on the provision of the necessary infrastructure in tandem with residential units. Development of the Masterplan lands will be delivered on a phased basis to ensure the required infrastructure, facilities and amenities are closely aligned.

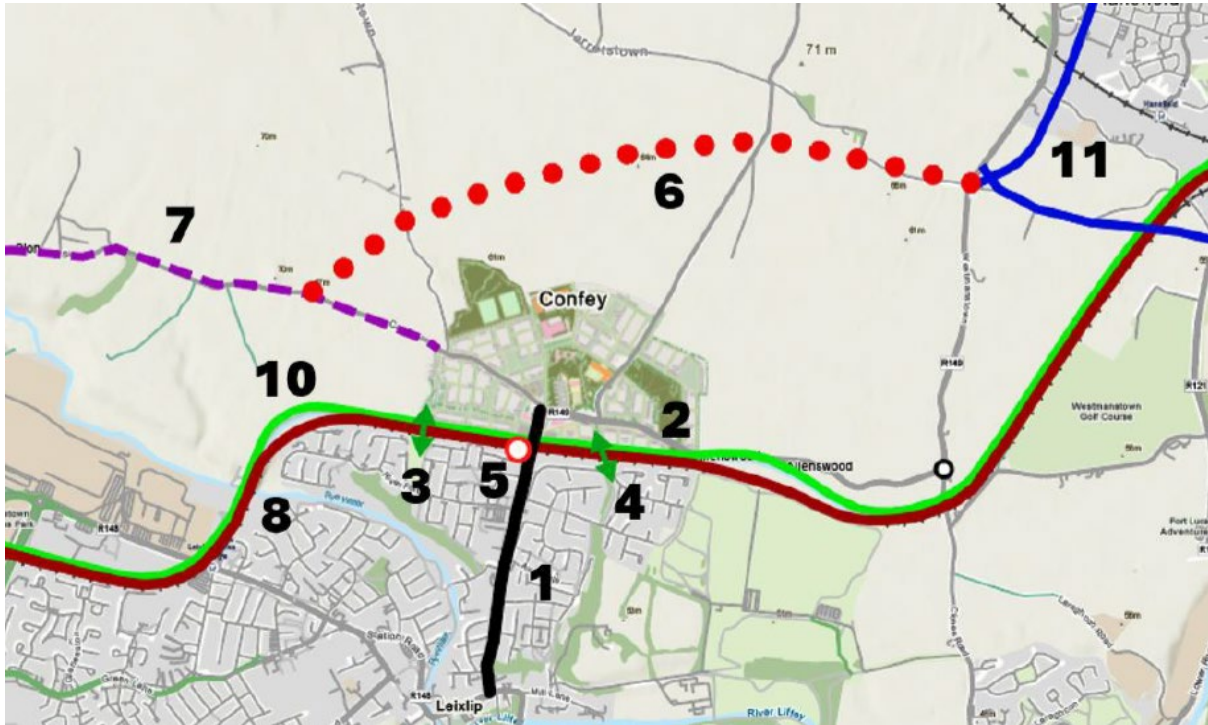
A Strategic Transport and Mobility Report (STMR) was prepared to support the Draft Masterplan to assess the potential impacts of the development on the surrounding transportation network and to define the infrastructural requirements for the Masterplan, as it progresses through the various phases of development. The STMR also provides that in addition to the proposed upgrades to the existing road infrastructure within the Masterplan lands, the following external transportation improvements are proposed to accommodate the development of the Masterplan and shall be delivered in tandem with the development of the site:

1. Captain's Hill Road Improvements
2. Integration of Masterplan to the Royal Canal Greenway
3. Proposed River Forest Pedestrian/Cycle Bridge
4. Proposed Newtown Glendale Pedestrian/Cycle Bridge

In addition, the STMR identifies the following measures that are proposed for lands outside the Masterplan site, which are expected to be delivered by other stakeholders. The STMR and the Draft Masterplan recognises that these complementary measures will benefit and ensure the sustainable development of the Confey Masterplan area:

5. Enhanced Train Station Connection
6. Proposed Northern Orbital Route
7. Western Road Upgrades
8. DART+ West Project
9. BusConnect
10. Royal Canal Greenway
11. Ongar-Barnhill Road

The location of the infrastructure outlined above are shown on the map below:



A Phasing Strategy is set out at Section 4.2 of the Draft Masterplan and provides information on the number of units in each phase along with a summary of the infrastructure (both internal and external to the site) that shall be provided as part of each phase. The Phasing Strategy also provides an indicative timeline for the delivery complementary planned infrastructure for lands outside the Masterplan site, which shall be delivered by other agencies. Planning applications for individual sites at each phase of the proposed development shall include the infrastructure requirements for that phase and, where appropriate include the full delivery of same.

It is considered that the policy focus of the draft Masterplan in relation to land-use and transportation has the potential to reduce the climate impact of transport by encouraging a shift from the private car to public transport, walking and cycling.

It is noted that the majority of the submissions received by the Council related to many of the transport measures set out above and these will be addressed below.

Proposed External Improvements (outside of the Masterplan area).

Many submissions received by the Council, refer to many of the proposals listed above. As outlined, it is considered that in addition to the proposed sustainable transport measures which shall be provided within the masterplan site, external improvements (outside of the Masterplan area) are also needed in order to enhance the connection between the masterplan and the surrounding area, most importantly with Leixlip itself. The proposals outlined above are either partly or wholly located outside the masterplan area and will contribute to the sustainable transport characteristics of the masterplan by improving the accessibility to/from the masterplan by sustainable modes.

Chief Executive's Recommendation

No change recommended.

Western Road Upgrades (L1014 / L1015) and Northern Orbital Road and access to the M4/N4 (Maynooth to Leixlip) Corridor.

Submission Numbers											
003	004	012	020	023	024	026	032	036	037	041	042
043	045	046	051	052	053	057	058	060	062	069	071
072	076	077	078	079	080	083	084	086	090	094	098
099	109	110	111								

Many of the submissions received refer to the proposed upgrade of the 'western road upgrades', the construction of the 'northern orbital road' and access to the M4/N4 corridor (Maynooth to Leixlip).

The 'western road upgrades' consist of upgrade works to the existing L1015 (Dunboyne Road), west of the Masterplan site and the L1014 (Kellystown Lane) that links to the R148 west of the Intel Campus. It is noted that a substantial number of submissions received do not agree with the western road upgrade.

A number of submissions suggest an alternative route by extending the Dunboyne Road to the Easton Roundabout and through the Collinstown lands to join the M4 motorway.

Several other submissions refer to the 'Northern Orbital Road' and suggest that it should be in place for Phase 1 of the development. Several submissions state that the Northern Orbital Route will cause a significant increase in traffic using the L1015 to access the M4.

A number of submissions question the feasibility of the proposed Northern Orbital route as it will cause significant increase in traffic using the L1015.

The OPR submission notes that the Regional Spatial and Economic Strategy for the Eastern and Midlands Region identifies investment in improved strategic road connectivity and supports the appraisal and/or delivery of specific road projects (RPO 8.10) including the Maynooth to Leixlip Project, which is supported by Objective TM O93 of the KCDP. The OPR submission also refers to the Confey Masterplan Strategic Transport and Mobility Report, which proposes the 'outer or northern orbital link' and 'western road upgrades' (comprising the L1015 and L1014) as an indicative route to connect to the Maynooth to Leixlip Project consistent with these objectives. However, the OPR notes that the draft Masterplan only includes

the orbital route (referred to as the Northern Orbital Route) and upgrades to the L1015 and notes that the necessary upgrades to the L1015 are not included in the draft Masterplan.

The NTA and the TII submissions recognise the strategic importance of the 'western road upgrades' and the 'northern orbital road', which is addressed in the Strategic Transport and Mobility Report. The NTA notes that the GDA Transport Strategy includes Measure ROAD8 which supports the creation of an emergency diversion route in the event of an incident arising on the M50 between junctions 6 and 67 and the potential development of a road link to cater for this requirement.

The NTA also notes that the GDA Transport Strategy also supports the provision of new road infrastructure in accordance with Measure ROAD9 to enhance orbital movement between the N3 and N4, to develop appropriate road links to service development areas and support local reconfiguration to address safety deficiencies and integrated transport proposals.

Furthermore, the NTA submission states that it is considered that the upgrading of the L1014 and L1015 as well as the provision of the northern link road are in accordance with Measure ROAD9. The NTA recommends that the 'western road upgrades' and the 'northern orbital road' should be developed in accordance with Measure ROAD8 and Measure ROAD9 of the GDA Transport Strategy with the potential to fulfil the requirement to provide an alternative link between urban areas as well as the potential to allow for potential future orbital public transport.

The NTA submission notes that the 'western road upgrade' and the 'northern orbital road' should be carefully tied into a phasing programme for the development of the lands in order to ensure that future vehicular movement, both private vehicles and public transport, can be adequately provided for and to ensure appropriate connectivity between neighbouring urban settlements and higher order services.

Chief Executive's Response

The comments of the OPR, NTA and TII are noted (please see Sections 3 and 4, above).

It is noted that in relation to the proposed 'western road upgrades', which consists of upgrades to the L1014 and the L1015, the submission from the OPR states that the Strategic Transport and Mobility Report (STMR) omits reference to the L1015. For clarity, Section 6.8 and Figure 6-14 of the STMR indicates that the L1015 is included in the proposed 'western road upgrades'. Furthermore, it is considered that objectives MT3.2 and MT3.5 (Roads Objectives) adequately address the improvement and upgrade of the L1015 (Dunboyne Road) and the L1014 (Kellystown Lane) west of Confey.

It is expected that the proposed 'northern orbital road', which will link the Ongar/ Barnhill Road to the L1014 (Kellystown Lane) will benefit the Confey development in several ways. It will function as a traffic management measure by reducing through traffic in Confey by providing an alternative route and thereby contribute to the

creation of a more pleasant, active travel prioritised living environment. The provision of this road will also assist in the wider distribution of traffic and reduce pressure on Captain's Hill. The new road will also have the potential to provide additional public transport services to and via Confey to other locations, which could enhance the accessibility of the area and improve overall transportation efficiency.

Crucial to the delivery of the road will be the availability of land to accommodate it and the time required for planning approval, design and construction, which could take one to two years at a minimum. The progression of road measures will be subject to a Part 8 process, in accordance with the Planning and Development Act 2000 (as amended) or any subsequent Planning Act, which includes for detailed design and appraisal, consultation with the relevant statutory authorities and public consultation.

Chief Executive's Recommendation

No change recommended.

Captain's Hill Improvement Works

Submission Numbers											
008	010	012	014	018	032	040	042	045	049	050	051
054	055	056	059	062	063	064	065	0680	069	071	074
076	079	080	082	083	084	085	089	090	091	094	097

A substantial number of the submissions refer to concerns in relation to the proposed improvement works on Captain's Hill. Many submissions fear that the proposed signalisation of the junctions at the River Forest and Glendale Estates will cause further delays for traffic exiting the surrounding estates. Several submissions refer to the inadequacy of the existing footpaths and sightlines, in particular, adjacent to the Newtown Hill House residential development, which requires pedestrians to cross the street to access a safer footpath. Some submissions refer to the difficult terrain for cyclists on Captain's Hill and to the potential impacts of directing cyclists to the off-road Distillery Lane link across the Ryevale Lawns walkway on the western side of Captain's Hill road and through the Avondale estate on the eastern side of the road to link up with Síleacháin Lane to access the town centre.

Chief Executive's Response

It is clear from the submissions received that traffic conditions on Captain's Hill especially during the peak hours are poor and are especially frustrating for local residents trying to access Captain's Hill from the adjacent neighbourhoods. The traffic assessment that informed the STMR found that the one of the main reasons for vehicle queueing occurring on Captain's Hill is the junction at the southern end of the Hill where it joins Main Street which struggles to meet the traffic demand.

Further to consultation with the Roads and Transportation section of Kildare County Council, the STMR proposes improvements on Captain's Hill, the detail which is described in Section 6.2 and shown in Figure 6-1 (Proposed Captain's Hill Upgrade) of the STMR. In addition, Figures 6-3 to 6-5 of the STMR show the proposed pedestrian/cycle improvements along Captain's Hill.

Captain's Hill will also need to accommodate be a key bus route within Leixlip that connects Confey / the train station to the town centre and beyond.

To address the traffic issues on Captain's Hill, the Draft Masterplan and the STMR support the following upgrades to Captain's Hill as shown in Figures 6-2 to 6-5:

- Signalisation to key junctions at Newtown Glendale and River Forest, which will provide a green phase to allow vehicles to exit these areas more easily without being blocked by traffic running along Captain's Hill.
- Changes to the layout/signalisation of the junction of Captain's Hill/Main Street junction to prioritise the Northern arm of the junction at key times, in order to reduce queuing along Captain's Hill.
- The provision of safe, segregated cycle lanes along the northern end of Captain's Hill, which divert onto off-road routes for the southern portion of the road due to space restrictions.
- Continuous footpaths alongside the road to prioritise pedestrians.
- New/improved pedestrian crossings across Captain's Hill, include a wider, raised crossing at San Carlo/St. Charles schools along with a 'School Zone' treatment in this location.

The progress of these measures will be subject to a separate statutory procedure as a Part 8 process, in accordance with the *Planning and Development Act 2000* (as amended) which will address detailed design and scheme appraisal, consultation with the relevant statutory stakeholders and public consultation.

Chief Executive's Recommendation

No change recommended.

Active Travel Proposals that include the provision of pedestrian/cycle bridges at Cope Bridge, Newtown/ Glendale and River Forest.

Submission Numbers											
008	024	032	039	040	044	047	048	049	050	051	054
055	056	059	062	063	064	065	066	068	069	071	073
074	075	076	080	081	082	083	084	086	087	090	094
100	102	104	105	106	107	108					

A significant number of submissions were received regarding the potential impacts of the proposed permeability measures to connect the southwestern and southeastern corners of the Masterplan site to the River Forest and Newtown/Glendale residential estates as provided for in the draft Masterplan and in Sections 6.5 and 6.6 of the Strategic Transport and Mobility Report. Further submissions raised concerns to the proposed active travel bridges, particularly, the proposed bridge adjacent to the Newtown/Glendale estates. The concerns outlined in the submissions refer to the perceived height of the bridges and the potential impacts from overlooking onto residential properties in the vicinity of the bridges. Others were concerned for health and safety reasons as they believe that there is potential for items to be thrown from the bridge which could cause injury to residents.

Many of the submissions refer to the proposed pedestrian/cycle bridge at Cope Bridge and question the need for the Newtown/Glendale bridge in such close proximity to Cope Bridge. . Others consider the gradient of Síleacháin Lane to the proposed Cope Bridge pedestrian/cycle bridges. Many of the submissions refer to the time and money spent by local residents in maintaining the subject green spaces and believe that the area will not be maintained by the Parks Department of Kildare County Council once the bridges are constructed and operational.

Chief Executive's Response

The extent of concern to the proposal to deliver active travel bridges across the canal and railway line adjacent to the River Forest and, in particular, the Newtown/Glendale estates is noted.

It is noted that it is an objective of the Leixlip LAP (MT1.5) to *'facilitate the development of new pedestrian/cycle links across the canal and railway that enhance walking and cycling options and connect the new neighbourhood at Confey and the Royal Canal Greenway to existing residential areas, public spaces, Confey Station and facilities within Leixlip'*. The location of the pedestrian/cycle links are shown on Map Ref. 1 of the Leixlip LAP.

The bridges are located in generous green spaces that can in principle accommodate bridges and are supported by the above objectives. The progression of these measures at some time in the future will be subject to a separate statutory procedure under Part 8 of the Planning and Development Act 2000 (as amended) (or any subsequent Planning Act) which includes for detailed design and appraisal, consultation with the relevant statutory stakeholders and public consultation.

Chief Executive's Recommendation

No change.

Cope Bridge Upgrade Works and Parking provision at Confey Train Station

Submission Numbers

025	032	040	047	062	069	074	076
080	082	083	084	087	090	094	096
099	100	101	107	108			

Several submissions refer to the lack of car parking spaces for commuters using the station, which causes an overspill of parking in the River Forest and Glendale residential estates and surrounding areas. Several other submissions request new car parking spaces at the station. One submission suggests that the proposal to reduce car parking in the Masterplan area will lead to increased parking in the local residential estates. Another suggests that car parking for the train station should be provided on the open field across the canal from the train station and requests that a lift be provided at the station. A number of submissions refer to the impact of the removal of mature trees and vegetation, which currently screens the Glendale residential estate from traffic in the Cope Bridge area and suggests that the loss of public open space as a result of the location of the pedestrian/cycle bridge and proposed substation will result in a loss of amenity for the residents of Glendale. Another submission disagrees with the design detail of the two proposed pedestrian/cycle bridges each side of Cope Bridge.

Chief Executive's Response

The submissions in relation to the provision of parking at Confey Railway Station are acknowledged, however, the provision of parking facilities at train stations is a matter for Córas Iompair Éireann (CIE).

The applicant for the Railway Order for the proposed development of the DART+ West project is Córas Iompair Éireann and the Railway Order application is currently with An Bord Pleanála. It is noted that the Railway Order was subject to two rounds of non-statutory public consultation.

The proposed development, as it applies to the general Confey area, includes works to separate pedestrian and cycle traffic from motorised traffic by means of two new pedestrian/cycle bridges on either side of the existing bridge, which will be utilised by public and passengers travelling from the Confey Train Station. Córas Iompair Éireann, the applicants for development, will be responsible for enabling works to deliver the new infrastructure along with a new substation located a green amenity area within the Glendale residential estate.

While it is acknowledged that the proposed improvements works to Confey Train Station and Cope Bridge will benefit the proposed development of the Masterplan lands, it is located outside the Masterplan and does not fall under the remit of this Draft Masterplan.

The design of the pedestrian/cycle bridges will be subject to detailed design and planning application where there will be the opportunity to ensure that they are designed to a high intrinsic and environmental standard. The green spaces in which

they are proposed to land are generous in size and can accommodate the bridges in principle.

Chief Executive's Recommendation

No change.

The M3/M4 link road and St. Catherine's Park

Submission Numbers											
003	011	020	024	027	028	029	030	044	048	054	055
056	059	062	066	071	074	076	080	083	084	085	090
095	097	099	104	108	111						

A substantial number of submissions related to the protection of St. Catherine's Park. These submissions highlight concerns in Leixlip regarding possible future proposals to deliver the M3/M4 link road through the Park. Several submissions state that it is vital that the integrity of the Park is maintained and any road through the Park will be strongly resisted by the residents of the area.

Chief Executive's Response

The submissions in relation to the protection of St. Catherine's Park is acknowledged.

The Draft Masterplan does not propose the delivery of any road infrastructure to the east of the Confey site and St. Catherine's Park is located outside the masterplan site and does not fall under the remit of the Draft Confey Masterplan. It is an Objective of the KCDP 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"* (TMO 78). Likewise, it is an objective of the Leixlip LAP to: *"(a) To seek to protect, preserve and develop St. Catherine's Park as 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"*. (G11.9).

Chief Executive's Recommendation

No change recommended.

Construction Traffic

Submission Numbers						
003	024	047	050	062	063	064

065	069	090	100	106		
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Several submissions were received in relation to the impacts of construction traffic serving the proposed development of the Masterplan site and expressed concern that the construction traffic and heavy vehicles would use Captain's Hill and cause damage to road surfaces and Cope Bridge.

A number of submissions questioned if there will be an access plan to the site for groundworks and whether an alternative route will be provided for the construction traffic.

Chief Executive's Response

The concerns raised in these submissions are noted.

All planning applications for development proposals on the Masterplan lands, either to Kildare County Council or An Bord Pleanála, shall be accompanied by a Transport Impact Assessment including proposals for addressing construction traffic during the build out of the proposed development. Details of this will be subject to assessment at Planning Application stage and may be subject to planning condition.

It should be noted that the "build out" of the masterplan lands will be on a phased basis.

Chief Executive's Recommendation

No change recommended.

Road Safety

Submissions Numbers								
012	014	018	054	055	056	059	094	095

Two submissions refer to the Road Safety Strategy 2021-2030, which set targets to reduce road fatalities and serious injuries from road crashes in Ireland by 50%.

Chief Executive's Response

The design of the street network will follow the placemaking ambition of the Masterplan and Design Code, as well as the standards/guidance set out in the Design Manual of Urban Roads and Streets (DMURS) and other national guidance. All streets will have a slow design speed reflecting the urban nature of the Confey urban extension, making them intrinsically attractive and safe. Individual projects will be subject to relevant Road Safety Audits and Quality Audits through the Development Management process.

Chief Executive's Recommendation

No change recommended.

3.12 Density & Building Heights Strategy

Housing Tenure/Density/ Building Height/ Design & Layout, Housing Mix

Submission Numbers					
008	009	015	020	032	044
049	051	053	054	055	056
059	061	062	068	069	074
075	080	083	084	086	087
090	093	099	100	101	102
103					

Many submissions express concern over the level of housing proposed in the draft Masterplan lands. The concerns relate to Housing Tenure, Residential Density, Layout, Design and Mix, in particular, the submissions refer to the Building Heights indicated for the Mixed-Use areas located adjacent to the proposed linear park along the Royal Canal.

Chief Executive's Response

Housing Tenure

The Confey Masterplan site will be developed through the Development Management process by private landowners. However, the Part V mechanism of the Planning and Development Act (2000) makes provision for the delivery of social and affordable housing mixed with private housing, which is supported by national policies such as the Social Housing Strategy 2020.

The *County Kildare Housing Delivery Action Plan / Housing Need and Demand Assessment* indicates that c.40% of new homes are required to be social and affordable to ensure that people from all income brackets can afford to live in the County.

Kildare County Council works to bring forward social and affordable housing over and above Part V across the County to meet this Key Performance Indicator.

Chief Executive Recommendation

No change recommended.

Urban Density, Layout, Design and Mix

The Draft Masterplan, in Section 3.12 (Density & Building Heights Strategy) and Section 3.13 (Character Areas & Development Parcels) set out the location, scale and densities of development lands within the Masterplan area having regard to national, regional and local policy (including the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009)). The Masterplan refers also to Table 2.8 and Table 3.1 of the *Kildare County Development Plan 2023-2029* and Table 4.1 of the Leixlip LAP 2020-2023 (as extended), which provides for an indicative density range of 35-50 units per hectare for Leixlip and the lands at Confey.

The development of housing in the Confey Masterplan lands must have regard to Section 28 Ministerial Guidelines and, in that regard, it is noted that the 2009 Guidelines mentioned above have been superseded by the recently published Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities (DHLGH, 2024), under Section 28 which were published on 15 January 2024. These Guidelines aim to create more attractive, liveable, well-designed, high quality urban places, and are expected to provide a broader range of housing options to meet the needs of the growing population. The Guidelines provide for enhanced flexibility and an emphasis on the interaction between residential density, housing standards and location. The Guidelines also aim to increase the delivery of sustainable and compact growth through a range of housing types, which include affordable housing and 'own door' homes.

The impact of development on the amenity of existing residents will be assessed at planning application stage.

Chief Executive's Recommendation

No change recommended.

Building heights

Building heights will largely be a function of urban density and placemaking / urban design objectives. The building heights proposed are gentle in nature and reflect the aims of:

- Creating a mix of densities across the site.
- Optimising the benefits of and investment in the Transport Orientated Development opportunity presented by the DART+ West project; and
- Creating a high street with a strong sense of place.

The building heights proposed are therefore considered to be appropriate in this context. Increases in density can be easily accommodated within the gentle building height ranges of 3-5 storeys.

The Masterplan is required to comply with the provisions of the Section 28 Ministerial Guidelines on Urban Development and Building Heights: Guidelines for Planning

Authorities (DHP&LG, 2018) including its Specific Planning Policy Requirements (SPPRs). It is noted that the Kildare County Development Plan has identified lands in Confey, Leixlip (Table 14.4) which could support increased density and building heights of 6+ storeys. As provided for in the Guidelines (p.13), each proposal will be required to *'.....successfully integrate into/enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views'*.

Chief Executive's Recommendation

No change recommended.

3.14 Community Hub

Community Hub Amenities and Schools

Submission Numbers									
002	003	008	009	020	023	032	048	051	062
069	080	083	084	086	090	102	103	107	108
112									

A substantial number of submissions question the delivery of a swimming pool and the reference in the Masterplan to potential amenities, such as schools and many suggest that there is no firm commitment to provide or fund same.

Submissions also question the proposed location of the swimming pool and state that a civic community building is much needed with spaces for theatre, art gallery and mixed community use to be prioritised.

Chief Executive's Response

Community Facilities & Schools

A significant number of submissions refers to the provision of a Community Leisure Centre incorporating a swimming pool/sports hall on the Community Hub lands and suggests that there is no firm commitment to provide funding for the development of the swimming pool.

Chief Executive's Response

The Draft Masterplan supports the delivery of a swimming pool in Confey and, in order to facilitate same, should funding be available, a site of c.1.75ha has been identified for the development of a Community Leisure Centre which is capable of incorporating a swimming pool and/or an Indoor Sports Hall on a site adjacent to the proposed post primary school at the northern end of the Community Hub character area, which is zoned for Community and Education.

The Leixlip LAP states that Community/Recreational/Sports buildings are permitted in principle on in such a zoning. The Draft Masterplan also provides for a smaller Community Centre (including a recycling centre) on a site of c.0.5ha at the southern end of the Community Hub lands.

The Phasing and Implementation Strategy includes an action in Phase 2 of the Confey Development to prepare a Swimming Pool / Leisure Centre Feasibility Study. This will establish the business case for the proposed facility and trigger next steps in the delivery of the facility, including securing funding in principle, planning stage design, planning permission, detailed design and delivery.

Funding sources for the leisure centre could include a combination of KCC Finance, Development Contributions, central government funding, private funding and other sources. It is noted that the Department of Tourism, Culture, Arts, Gaeltacht, Sports and Media provides exchequer funding for large-scale infrastructure such as swimming pools and leisure centres under the Large-Scale Sport Infrastructure Fund (LSSIF).

Chief Executive's Recommendation

No change recommended.

Confey Cemetery

Submissions Received			
003	048	095	099

Three submissions state that a new cemetery for Confey is necessary and priority should be given to the allocation of space for a cemetery as it is one of the key needs in Leixlip and one of the submissions suggests that it should be provided for in the Draft Confey Masterplan rather than outside it.

Chief Executive's Response

The contents of the submissions are noted.

It is of importance to note that as part of the preparation of the Leixlip LAP, a Social Infrastructure Audit (SIA) was carried out, which identified the need for the existing Confey Cemetery to be expanded in the short term and, in the long term, identified the need for a new cemetery within agricultural lands.

In that regard, objective HC4.2 was included in the LAP, which states that it shall be an objective of the Council *'To support and facilitate limited additional capacity at the existing cemetery at Confey in accordance with the Urban Design Framework for the new Neighbourhood at Confey and facilitate the development of a new cemetery within lands zoned for Agricultural use north of Confey'*.

Further investigation has indicated that an extension to the existing cemetery within its grounds or immediately adjacent is not feasible due to unfavourable ground conditions. Therefore, a site has been identified for a new cemetery outside of the Masterplan lands, in compliance with HC4.2.

The site will be subject to ground investigations by the Environment Section of Kildare County Council.

Chief Executive's Recommendation

No change recommended.

Miscellaneous Issues

POWSCAR Census Data from 2016

Two submissions were received in relation to the use of POWSCAR Census Data from 2016 instead of the data from the 2022 Census in the analysis of transport and mobility proposals in the STMR is flawed. One of the submissions suggests that the STMR should be fully revised to incorporate the data from the 2022 Census of Population.

Chief Executive's Response

POWSCAR data for both 2016 and 2022 is only made available under strict conditions for approved researchers. In 2016 a broader set of Origin-Destination data between Electoral Districts was produced using the POWSCAR data, which was made available publicly by the CSO, and has been used to inform the STMR. This same data, however, has not been made available for the 2022 Census, and therefore could not be used in the STMR.

Chief Executive Recommendation

No change recommended.

Map accuracy.

One submission states that existing dwellings and gardens are missing from the illustrations of the Draft Masterplan and that the lack of consultation with those homeowners is disappointing.

Chief Executive's Response

The Masterplan maps and illustrations are conceptual and at a scale that does not illustrate full detail. This detail would be captured at planning application stage.

Land use zonings were adopted through the Leixlip Local Area Plan process, which was subject to full statutory consultation.

The Proposed Alteration to the Local Area Plan has also been subject to full statutory consultation and benefitted from a drop-in evening to give people the chance to discuss their issues and assist them in framing their submissions.

Chief Executive Recommendation

No change recommended.

Chapter 4 Phasing and Implementation

Submission Numbers						
020	071	072	073	079	084	085
086	087	095	099	107	108	

Several submissions raised concerns with respect to the phasing of infrastructure provision before the development of Confey commences. The submissions refer to the inability of the existing Cope Bridge and Captain's Hill to deal with increased traffic. Many fear that the upgrading of infrastructure will not happen until after development of Confey commences and refer to the lack of capacity at Cope Bridge and along Captain's Hill to deal with increased traffic or construction traffic related to the proposed development. Another submission states that Cope Bridge, as it stands, will not cope with the development of Confey and that Cope Bridge upgrade needs to precede any development. One submission states that the Phasing table needs to be clearer on the requirement for upgrades to the L1015 and the L1014 including a two-way traffic bridge over the River Rye before the development of Confey commences.

Several other submissions refer to the provision of social services such as schools and this has been dealt with in Section 3.4 (Land Use) in Chapter 3 above.

Chief Executive's Response

The guiding principle for infrastructure delivery in the Draft Masterplan is to ensure the delivery of a sustainable residential neighbourhood with an emphasis on the provision of the necessary infrastructure in tandem with residential units. The development of the Draft Masterplan lands will be delivered on a phased basis to ensure the required infrastructure, facilities and amenities are provided together.

It is acknowledged, however, that the phasing programme requirements set out in the Draft Masterplan are indicative only and expressive of infrastructure requirements for each phase in the masterplan and the broader Leixlip area and the delivery of these, at the time of adoption of the Proposed Amendment to the LAP. For instance, given the strategic location of the Confey lands along the proposed DART+ West high-capacity railway line being developed by Coras Iompair Éireann on foot of a Railway Order application, which is awaiting consent from An Bord Pleanála, the phasing programme may be subject to amendment through the Development Management process on foot of the submission of appropriate justification and/or detail regarding infrastructure delivery which may be outside the control of the applicant for the development of the Confey lands. Such amendments will be subject to the written agreement of the Planning Authority and shall have full regard to the Traffic and Transport Assessments prepared for each individual planning application within the relevant phases.

It is noted that the phasing strategy is informed by the infrastructure provision required in the Strategic Transport and Mobility Report (STMR), which supports the

Draft Masterplan, and is the current preferred direction for infrastructure provision on and adjacent to the Masterplan lands.

Chief Executive's Recommendation

No change.

Chapter 5 Masterplan Reviews

No submissions received.

Appendix 1

Submission from the Office of the Planning Regulator



Oifig an
Rialaitheora Pleanála
Office of the
Planning Regulator

OPR Ref: DP-040-23

6th February 2024

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

Re: Proposed Amendment No. 1 to the Leixlip Local Area Plan 2020-2023 (as extended to 2026)

A chara,

Thank you for your authority's work in preparing the proposed Amendment No. 1 (the proposed Amendment) to the Leixlip Local Area Plan 2020-2023 (as extended to 2026) (the LAP).

The Office of the Planning Regulator (the Office) wishes to acknowledge the considerable and evident work your authority has put into the preparation of the proposed Amendment to the LAP. As your authority is aware, a key function of the Office is the assessment of statutory plans to ensure consistency with legislative and policy requirements relating to planning.

The Office has evaluated and assessed the proposed Amendment under the provisions of sections 31AO(1) and 31AO(2) of the *Planning and Development Act 2000*, as amended (the Act), and this submission has been prepared accordingly.

The Office's evaluation and assessment has had regard to the current county development plan, the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands Region, and relevant section 28 guidelines.

Recommendations issued by the Office relate to clear breaches of the relevant legislative provisions, of the national or regional policy framework and/or of the policy of Government, as set out in the Ministerial guidelines under section 28. As such, the planning authority is required to implement or address recommendation(s) made by the Office in order to ensure consistency with the relevant policy and legislative provisions.

Observations take the form of a request for further information, justification on a particular matter, or clarification regarding particular provisions of a plan on issues that are required to ensure alignment with policy and legislative provisions. The planning authority is requested by the Office to action an observation.

A submission can include advice on matters that the Office considers would contribute positively to the proper planning and sustainable development of the area. The planning authority is requested by the Office to give full consideration to the advice contained in a submission.

Overview

The Office acknowledges the level of detail provided in the Confey Masterplan (the draft Masterplan) to ensure the delivery of a high quality, sustainable neighbourhood at Confey, which responds to Objective Con 1.1 (a) of the LAP and Action UD A2 of the Kildare County Development Plan 2023-2029 (the Development Plan). The Office considers the draft Masterplan sets out a design framework consistent with the objectives of the LAP.

The Office welcomes the approach to phasing development in tandem with key infrastructure and services, particularly the delivery of sustainable transport interventions. It also ensures provision of community services and infrastructure, such as a community leisure centre and schools, to align with demand arising from population growth. However, some issues arise with respect to the integration of links between the N3 and N4 and the network of regional and local roads, in accordance with the *Greater Dublin Area Transport Strategy 2022-2042 (the GDA Transport Strategy)*.

The Office also welcomes the integration of landscape, green infrastructure including Sustainable urban Drainage Systems (SuDS), nature based solutions and high quality open space and public realm as part of the proposed Amendment.

It is within this context the submission below sets out one (1) recommendation under the following themes:

Key theme	Recommendation	Observation
Consistency with the Regional, Spatial and Economic Strategy, Kildare County Development Plan and the core strategy	-	-
Transport and accessibility	Recommendation 1	-
Flood risk management	-	-

1. Consistency with the Regional, Spatial and Economic Strategy, Kildare County Development Plan and the core strategy

Section 19(2) of the Act requires that a local area plan be consistent with the objectives of the development plan and its core strategy and with the relevant RSES. The proposal to insert a Masterplan through the proposed Amendment is consistent with Action UD A2 of the Development Plan. It is also consistent with Objective Con 1.1(a) of the LAP.

The LAP estimates a residential capacity for the draft Masterplan lands of 1,765 units, which is in excess of the housing target for Leixlip of 933 units, under the core strategy to 2028. However, having regard to the detailed phasing strategy which seeks to deliver c.660 residential units by end of 2028, it is considered that there is appropriate capacity available to accommodate residential development in the existing LAP.

Regarding the phasing of future development, the planning authority is advised to liaise closely with the relevant statutory bodies, including Uisce Éireann, to ensure that there is sufficient capacity available to facilitate development in line with the phasing strategy proposed.

2. Transport and accessibility

The Office notes RPO 8.6 requires the preparation of a Local Transport Plan (LTP) for selected settlements within the region, which includes Leixlip and the identified strategic greenfield lands at Confey. Action TM A2 of the Development Plan further supports this requirement.

An LTP has not been prepared for the LAP area, however, as the LAP predates the Development Plan, the Office considers the Strategic Transport Assessment, prepared for the LAP, provides sufficient detail to inform the Strategic Transport and Mobility Report, which accompanies the draft Masterplan. The National Transport Authority (NTA) is also supportive of the draft Masterplan in accordance with the *GDA Transport Strategy*.

The Office welcomes the proposed transport and mobility strategy which seeks to provide for sustainable active travel measures to enhance the existing high quality public transport available in the area, consistent with objective MT 1.5 of the LAP and Policy TM P1 of the Development Plan.

The Office also welcomes the ambitious modal share targets proposed and supports the specific transport interventions which will improve pedestrian and cycle connectivity to the train station, along and across the Royal Canal, and principle road upgrades to Captain's Hill which will assist in achieving the significant targets. In particular, the Office welcomes the proposed street hierarchy that promotes active travel measures and prioritises pedestrian and cycle movements and the provision of a mobility hub which incorporates alternative transport methods such as e-bikes and car sharing opportunities.

The RSES identifies investment in improved strategic road connectivity and supports the appraisal and/or delivery of specific road projects (RPO 8.10) including the *Maynooth to Leixlip Project*. This is supported by Objective TM O93 of the Development Plan. *The Confey Masterplan Strategic Transport and Mobility Report* proposes the 'outer orbital link' and 'western road upgrades' (comprising R1015 and R1014) as an indicative route for the *Maynooth to Leixlip Project*, consistent with these objectives. However, the draft Masterplan only includes the orbital route (referred to as the Northern Orbital Route) and upgrades to the R1015. The necessary upgrades to the R1014 are not included in the draft Masterplan (section 4.2 refers).

The planning authority should ensure that the roads objectives are in accordance with Measure ROAD8 of the *GDA Transport Strategy* for road links between N3 and N4 and Measure ROAD9 for regional and local roads. The planned development of this route, which is critical infrastructure, should also be included in the phasing strategy with an appropriate timeline for delivery.

Recommendation 1 – Road infrastructure

Having regard to:

- RPO 8.10 in relation to investment in improved strategic road connectivity;
- Objective TM 93 of the Kildare County Development Plan 2023-2029 to support the connection between the N3-N4 Barnhill to Leixlip interchange; and
- Measure ROAD8 of the *Greater Dublin Area Transport Strategy 2022-2042* for road links between N3 and N4 and Measure ROAD9 for regional and local roads;

the planning authority is required to:

- include an objective to ensure that the design of the proposed road network is in accordance with Measure ROAD8 of the *Greater Dublin Area Transport Strategy 2022-2042* for road links between N3 and N4 and Measure ROAD9 for regional and local roads;
- Include all relevant road proposals under *The Confey Masterplan Strategic Transport and Mobility Report*, including the proposed upgrades to the R1014, in the draft Masterplan; and
- revise the phasing strategy to include an indicative timeframe for the delivery of the proposed road scheme to support the development of the draft Masterplan area.

3. Flood risk management

The Office welcomes the preparation of a Strategic Flood Risk Assessment (SFRA) for the draft Masterplan lands.

Zoning for highly vulnerable uses have generally been located outside the Flood Zones A and B. However, zoning for Character Areas R4, R6 and R7 within Phase 5 of the draft Masterplan, intersect areas at risk of flooding, which are likely to be at increased risk in future climate change scenarios.

While the accompanying SFRA notes that a Justification Test was prepared as part of the LAP, Character Areas R4, R6 and R7 lands were not included in the assessment, notwithstanding that these lands were zoned under the LAP. The Office notes that these lands are within Phase 5, which is not due to commence development until after the expiry of the LAP. In this regard, the planning authority is advised that the plan making Justification Test will be necessary for these lands in any future iterations of the LAP, having regard to *The Planning System and Flood Risk Management Guidelines for Planning Authorities* (2009).

The Office acknowledges and supports the commitment in the draft Masterplan to a nature based solutions to drainage and to SuDS through the provision of green roofs blue roofs, porous paving, tree pits and swales, as detailed in the accompanying Engineering Masterplan Report. The Office welcomes the integration of these sustainable surface water management measures in accordance with Objective IN O21 and IN O22 of the Development Plan.

Summary

The Office requests that your authority addresses the recommendation outlined above. As you are aware, the report of the chief executive of your authority prepared for the elected members under section 20 of the Act must summarise this recommendation and the manner in which it will be addressed. Where your authority proposes to materially alter the proposed Amendment but decides not to comply with the recommendations of the Office, please outline the reasons for the decision in the chief executive's report.

At the end of the plan making process, your authority will also be required to notify this Office **within five working days** of the decision of the planning authority in relation to any proposed Amendments. Where your authority decides not to comply with the recommendations of the Office, or otherwise makes the Amendment in such a manner as to be inconsistent with the recommendations of the Office, under the provisions of section 31AO(5) of the Act the chief executive must inform the Office accordingly and state the reasons for the decision of the planning authority.

Please feel free to contact the staff of the Office in the context of your authority's responses to the above, which we would be happy to facilitate. Contact can be initiated through plans@opr.ie.

Is mise le meas,

A handwritten signature in black ink that reads "AM O'Connor". The signature is written in a cursive style with a small flourish at the end.

Anne Marie O'Connor

Deputy Regulator and Director of Plans Evaluations

Appendix 2 - Summary of Submissions Received

The submissions summarized in Appendix 2 exclude the following:

- The submission from the Office of the Planning Regulator (Sub No. 92, see Section 3 of the Chief Executive’s Report).
- Submissions from Prescribed and Public Bodies (see Section 5 of the Chief Executive’s Report).

Sub. No.	Name	Summary of Submission
001	Gary Lawless	<p>Masterplan</p> <p>This submission relates to the Draft Confey Masterplan and questions how the development of a new town in Confey, with new shops, schools and amenities will help the development of Leixlip or Confey?</p>
002	Fergal Reidy	<p><u>Transportation</u></p> <ul style="list-style-type: none"> • Leixlip traffic is a national joke and Main Street is dead for 20 years with no real action by Kildare County Council. • No public car parks on Main Street, Leixlip worth talking about. • Suggests that old ESB yard on Main Street should be a public car park for last 20 years. • States that common sense would suggest that a public car park should be provided in a section of Confey to help services and shops along Main Street and maybe Confey Hill. • Refers to the towns of Maynooth, Kilcock, Celbridge and Leixlip in the context of the provision of a swimming pool and questions whether it will happen in Confey. Refers to the planning, timing and construction of the Lucan swimming pool, which is located three 3 miles away from Leixlip. • States that Confey must get a link to old Galway Road to be run parallel to canal and railway line and suggests that it will cost a lot of money due to deep valleys along the route but states that it has to be done and should have been done 20 years ago. States that it would help all in Confey and Leixlip including all persons going to schools, games, graveyard, Blanchardstown Hospital, Blanchardstown Shopping Centre including private cars, public

Sub. No.	Name	Summary of Submission
		<p>buses and commercial vehicles and has to be done as soon as possible before any houses commence.</p> <ul style="list-style-type: none"> • States that Confey Bridge must double in width before DART comes with electric lines to Leixlip, Maynooth and Kilcock. Refers to Celbridge Bridge for similar problems and states that both need super works now. • States that new routes to bypass the village must be explored and more roads and bridges for massive population. Recommends that figures be obtained for Lucan, Clondalkin, Leixlip, Confey, Celbridge, Maynooth, Intel who all use this area. States that help must come now – presently using standard from 1970s for roads from Confey to Blanchardstown and Castleknock, Phoenix Park – must get road and public transport help. States that trains are great help but we need more. States that junctions in this are brutal with poor to dangerous sightlines all over the area. States that co-operation with other County Councils areas required now. • Suggests that KCC should learn from the mistakes in Maynooth – no bypasses as yet. • Bridges, roads, car parks must come into being before building of 1000 or 2000 houses is allowed. • The submission references the narrow bridge in middle of Leixlip town. <p><u>Social Infrastructure & Utilities</u></p> <ul style="list-style-type: none"> • States that primary and secondary schools must be built quickly and states that Celbridge is a disaster area regarding schools and states that Celbridge has 3 schools in prefabs for close to 20 years and states that Confey and Leixlip deserve better. • States that if 2000 new houses are coming to Confey, new shops, new parks, new doctors, new creches must come quickly – no excuses. • Suggests that all the survey work in the world do not work and infrastructure must be prioritised before housebuilding commences as follows: <ul style="list-style-type: none"> • Water and sewerage must be 100 per cent; • All mobile networks and internet coverage must be 100 per cent now; • ESB must be in place and working very well; • Bring life back to Leixlip Village.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Get more Gardai out on the beat – they must be visible in the estates day and night and around schools at opening and closing times. • Submission states that there are no jobs in any fields in Leixlip and the same in Celbridge and a new bridge has been talked about for 30 years. • States that Trim, County Meath has four bridges with a population of 10,000 and has a ring road and swimming pool and a theatre.
003	Gary Lawless	<p>Transportation</p> <p>This submission relates to transportation issues as a result of the development of the Confey Masterplan lands.</p> <ul style="list-style-type: none"> • The submission questions the location of parking for the people of Leixlip if they choose to go to Leixlip to shop and states that the Leixlip plan is removing parking spaces. • States that dangling a new cemetery and swimming pool as an incentive is appalling, as Leixlip/Confey have been asking for these for years and states that KCC is now using this as a bribe to gain support for the development of the Confey lands. • St. Catherine’s Park: Submission states that it is not correct to reference St. Catherine’s Park as it is located in a different county. • Social Infrastructure – Swimming Pool: States that on asking about a swimming pool was told to go to Palmerstown. <p>Access to N4/M4</p> <ul style="list-style-type: none"> • The submission questions how people of the new Confey town will access the N4/M4, as the infrastructure can barely support the current traffic. <p>Access for building works.</p> <ul style="list-style-type: none"> • The submission refers to access to the area to provide for building works and questions how the small county roads will be accessed and states that many fumes emitting trucks will be passing by the Primary School.

Sub. No.	Name	Summary of Submission
004	Gary Lawless	<p>This submission refers to Transportation issues related to development of Confey Masterplan site.</p> <p><u>Transport and Access</u></p> <ul style="list-style-type: none"> • The submission questions the access arrangements from the new townland of Confey to the M4 motorway? • It further states that the only access to Confey lands is via Captain's Hill or perhaps Lraghcon in Lucan and both are currently packed during peak hours and questions those roads will cope with several hundred more vehicles? <p>Construction Traffic</p> <ul style="list-style-type: none"> • It also refers to the access plan to the site for groundworks, for example, and questions whether there is a plan to constantly add trucks etc up and down Captain's Hill or perhaps via Lucan on a road where vehicles meeting each other have to give way. <p><u>Vacant/Derelict Buildings in Leixlip</u></p> <ul style="list-style-type: none"> • In relation to the abandoned buildings in Main Street, the submissions questions how the development of a new town with new facilities will help to drive new business in Leixlip Village?
005	Gary Lawless	<p><u>Confey GAA</u></p> <p>Submission refers to proposed new location for Confey GAA in the Draft Confey Masterplan.</p> <ul style="list-style-type: none"> • The submission questions whether KCC been in consultation with Confey GAA? • The submission questions whether KCC is saying that in its current location it does not meet the need of the people? • Suggests that there is no need to move Confey GAA other than to use it and the name as a justification for the new townland to be linked to Confey.

Sub. No.	Name	Summary of Submission
006	Gary Lawless	<p><u>Confey Masterplan connections to Leixlip/Vision</u></p> <p>States that as Confey is a separate parish from Leixlip, how can it be intrinsically linked to the development of Leixlip?</p> <p>Questions whether the proposed development of the new town will have its own amenities and will also be a separate parish and questions how it is intrinsically linked to Confey?</p>
007	TII	See Section 4 of the Chief Executive's Report.
008	Bracey Daniels	<p>Confey GAA: states that the only centrally located playing facility in the Confey area being banished to the Meath border is surely a backward step.</p> <p>Glendale & River Forest Bridges: States that unwanted pedestrian access to the River Forest and Glendale estates will not doubt facilitate an increase in anti-social behaviour.</p> <p>Captains Hill:</p> <ul style="list-style-type: none"> • Submission states that the existing infrastructure is inadequate to cope with current traffic volumes with residents and visitors experiencing major delays particularly on most week-days during the academic year in River Forest accessing their homes and the Captain's Hill. <p>General</p> <p>Questions how the development can capitalise on a Dart station that does not exist and has no confirmed timeframe for delivery.</p> <ul style="list-style-type: none"> • States that the suggestion that the new town centre will attract residents is ridiculous. • Suggests that the aims are admirable but unrealistic due to the country's constantly changing weather and which will lead to residents using their cars for local journeys. • States that it is an outrageous suggestion that families will operate without the use of a car and totally ignores the reality of how people live and their commuting requirements. • The suggestion that these houses are within a short walk of facilities in the Confey area is again totally misleading and factually incorrect.

Sub. No.	Name	Summary of Submission
		<p>Density:</p> <ul style="list-style-type: none"> • States that a link is made with justifying high quality public transport with the need for higher densities in new communities. • Suggests that the high-quality public transport should be provided first and then build the appropriate densities to match the transport systems capacity and reflecting residents demands and transport usage requirements and behavioural patterns. <p>Building Heights: States that it is an appalling prospect to have 5 storey buildings blighting our green landscape and totally out of character with the area and will set a dangerous precedent for future expansion in the greater Leixlip area.</p> <p>Community Hub: States that a community hub is identified with potential for various uses but with not commitment to provide anything. States that the mention of potential leisure uses and swimming pools without funding are completely pie in the sky and have been promised to Leixlip in various guises for over 40 years. Refers to the reference to potential amenities with no commitment to provide or fund same.</p> <p>Open Spaces:</p> <ul style="list-style-type: none"> • Local Parks – Open Spaces 2 & 3: states that the masterplan refers to potential amenities with no commitment to provide or fund same. • Privacy Strips and Building Curtilage: States that this in effect a notional attempt to hide gaps in the hard landscape that will be included and then left unmaintained to become eyesores. <p>Play Strategy: States that the Play Strategy should be part of the plan not a part of future permissions and agreement of KCC parks who are totally underfunded and currently unable to maintain existing parks and have no capacity to take on additional projects.</p>
009	Paul Gorry	<p><u>Transport</u></p> <ul style="list-style-type: none"> • 2016 Census figures: States that it is a poor plan when 2016 census is being used for stats.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • States that the current bus connect plan is to withdraw buses from River Forest and the masterplan also omits the current route. • States that he will object to all building plans if direct route 66a to city centre from River Forest is not included in the plan. • DART: States that the current train station location should not be changed and that the station in its current form is unfit for purpose as there is no life and bridge crossing is 15 feet tall at some points. • States that the number of trains and length is low and overcrowding is common. <p><u>Housing Provision</u></p> <ul style="list-style-type: none"> • Unsure if this is a private development or public housing • Suggests that its planning unit dreams and no practical backer to scheme. <p><u>Social Infrastructure</u></p> <ul style="list-style-type: none"> • Suggests that this sounds like Celtic tiger planning with shops, childcare, swimming pool and new school. States that Kildare County Council has not stated how the pool will be serviced; Dept of Education announcing plans for new school, National Transport Authority restoring direct route to town by bus. • Suggests restoration of 66a bus route and accessible train service to Pearse and provision of gym and swimming pool. <p><u>Flooding</u></p> <ul style="list-style-type: none"> • States that proposed area floods and why push flooding down on existing area. • Suggests that it's a return to Celtic Tiger days and people buying expensive houses and crying when their dreams are washed away. <p><u>Vacant Buildings:</u> Suggests that buildings that lie vacant increase crime.</p>
010	Mick Daly	<u>Transportation & Captains Hill</u>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • States that there is currently a single point of entry/exit to the Dun Carraig Estate at the junction of the Rye River Mall/R149 Captain's Hill which is unsafe for pedestrian and cycling access to the north end of Captain's Hill towards Confey. • States that one would question undertaking active travel journeys for the school run, shopping or library visits due to narrow sections of Captain's Hill combined with oversized vehicles such as SUVs, Tractors, Double Decker Buses, Bin Lorries and articulated trucks. • Refers to figures 37 & 38 of the plan (upgrade of Captain's Hill) and junction of Rye River Mall/R149 Captain's Hill and suggests that only pedestrian routes will be included in the plan due to the narrow nature of Captain's Hill. • Proposes a new pedestrian foot bridge across the River Rye located at the greenspace adjacent to Rye River Park to provide easy access to the current safe walking and cycling infrastructure, which would allow the residents of Dun Carraig Estate access to safe active travel routes north towards the River Forest Shopping Centre and local schools and west towards Louisa Bridge and Leixlip Amenities Sports Centre (via Station Road). • Suggests that this proposal would also facilitate active travel access to the western end of Leixlip Main Street avoiding the traffic congestion at the junction of Captain's Hill/Leixlip Main Street to the East.
011	Valerie Lynch	<p><u>St. Catherine's Park</u></p> <ul style="list-style-type: none"> • Submission objects to the proposal to have a road going through St. Catherine's Park as it is a huge public amenity for all age groups with pitches for various sports, lots of beautiful walks, a playground and a dog park to name a few. • Suggests that it is always busy due to the variety of amenities and age groups that it caters for and a lovely place to spend time and meet people. • States that a road through the park would totally ruin it's ambience, not to mention its healthy and therapeutic atmosphere. • Asks that St. Catherine's Park not be ruined.
012	Cliodhna Jordan	<p><u>Road Safety</u></p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Submission refers to the Road Safety Strategy 2021-2030, which set targets to reduce road fatalities and serious injuries from road crashes in Ireland by 50%, the starting point was year-end crash statistics 2020. • Submission refers to the number of road fatalities in Kildare for the year so far and the targets for Ireland as a whole and states that Road Transport Ireland produced a report 'Forgiving Roads' to set out a template of how the Safe System Approach could be used in designing safer roads. • States that taking the Safe System Approach and applying it to the 'Confey Masterplan' will require a review of existing road and transport options for all road users in the Confey Area to make a safe space for all road users as the town grows. • Make road crossing safe at Newtown Hill House. • Improve junction where R149 meets R148, Leixlip Main Street. • Provide a safe school zone and pedestrian crossing at Scoil San Carlo. • Build a pedestrian bridge at Confey College across the Rye. • Construct safe cycle lane from Scoil San Carlow through Avondale and onwards to Mill Lane. • Finish upgrades to Cope Bridge before commencing construction in Confey Masterplan Area. • Provide a detailed report with consultation period on the chosen route Option 1 as described in the Confey Masterplan Strategic Transport and Mobility Report to safely access the Masterplan area. • Upgrade the junction where the L5052 Dunboyne Road meets the R149 to improve visibility before construction of area R5 on Confey Masterplan. <p><u>Captain's Hill</u></p> <ul style="list-style-type: none"> • States that the footpath from the Newtown Hill House housing development to Leixlip Village finishes at a wall where there is no view of the road that you need to cross to access the footpath on the opposite side. • Suggests that as a car or bus driver using the R149 north, you similarly have no view of the footpath due to the same wall impeding the view.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Recommends putting a barrier to prevent pedestrians crossing at this location and moving the crossing point closer to Newtown Hill vehicle entrance. Suggests that adopting the Safe System Approach means that this dangerous crossing point for pedestrians at Newtown Hill House on the R149 will need to be amended. • Suggests that the bay parking spaces which run from Imperial Bakery to Bank of Ireland, Leixlip Village, should be removed as they are a danger to cyclists and other road users with traffic reversing onto the R149 at the junction where it meets the main street R148 – parallel parking would be a safer option and junction needs to be made safer before traffic flow increases at this junction. • Refers to the proposed ‘safe school zone’ at Scoil San Carlo as set out in the Masterplan and states that all the necessary pedestrian and cycle friendly infrastructure are needed now before development starts, to protect vulnerable road users. • Suggests that the Safe System Approach would require the current Cope Bridge pedestrian crossing arrangement to be amended as soon as possible to provide a safer crossing point to protect cyclists and pedestrians before traffic flow is increased on the bridge. • States that the Confey Lands Masterplan has highlighted many areas in Confey that need to be improved to provide safe active travel and using the Safe System Approach these measures need to be undertaken now. • States that the Safe System Approach would require the junction of the L5052 onto the R149 to be upgraded to improve visibility for traffic exiting the R149 and the Confey Masterplan does not mention upgrades for this junction. • States that Phase 1a of the Masterplan provides for 470 dwellings on R1 lands and the timeline for completion of work on Cope Bridge is during the construction of this phase or 2 years after, which means that pedestrians and cyclists may have to continue using Cope Bridge before it is upgraded. <p><u>Western Road Upgrade</u></p> <ul style="list-style-type: none"> • States that the R1 lands border the L1015 which requires vehicles travelling to the M4 to travel along the R148 via Kellystown Lane L1014 and states that there is no map provided

Sub. No.	Name	Summary of Submission
		<p>to explain how this road is to be upgraded to provide a 'clear zone' as recommended in the Road Transport Ireland Forging Road Document.</p> <ul style="list-style-type: none"> Also, states that there is no mention in the Transport and Mobility Report that Kellystown Bridge on the L1014 is a protected structure and has a weight restriction and no mention of a timeline for the upgrade of Kellystown Bridge. <p><u>Pedestrian/Cycle Bridge over Rye River.</u></p> <ul style="list-style-type: none"> States that there is no mention of timeline for construction of Confey College footbridge over the Rye River.
013	EPA	See Section 4 of the Chief Executive's Report
014	Aidan Jordan	<p><u>Road Safety</u></p> <ul style="list-style-type: none"> Submission states that as part of the Road Safety Strategy 2021-2023, targets were set to reduce road fatalities and serious injuries from road crashes in Ireland by 50%, the starting point was year-end crash statistics 2020. States that from available statistics, Kildare had recorded 4 road fatalities by year-end 2020, and this would set a target for Kildare to reach 2 or less fatalities by 2030, and that by 13th January 2024, Kildare had recorded 3 road fatalities. Submits that as part of the Road Safety Strategy plan to reduce road crashes by 50% in Ireland for 2030, a Safe System Approach was adopted and Road Transport Ireland produced a report 'Forgiving Roads' to set out a template of how the Safe System Approach could be used in designing safer roads. Submits that applying the Safe System Approach to the Confey Masterplan, will require a review of existing road and transport options for all road users in the Confey area and by making road and transport options safer in the Confey area prior to bringing in a new population, a safe place is created for all road users as the town grows.

Sub. No.	Name	Summary of Submission
		<p><u>Captain's Hill</u></p> <p>Submission states that the footpath running south to Leixlip Village from the Newtown Hill House housing development on Captain's Hill/R149 ends at a wall with no view of the road in order to cross to access the footpath on the opposite side of the road. Submits that, similarly, a car or bus driver driving north has no view of the same footpath due to the wall impeding the view of the footpath. Suggests that a barrier to prevent pedestrians crossing at this location to ensure a safer crossing point for pedestrians. Submits that taking the Safe System Approach, this dangerous crossing point for pedestrians at the R149 adjacent to Newtown Hill House will need to be amended now.</p>
015	Confey for Development	<p>Submission sets out the key reasons for their endorsement of the masterplan:</p> <ol style="list-style-type: none"> 1. Community Enhancement: Submits that the proposed masterplan integrates seamlessly with the existing community fabric, fostering a sense of belonging and social cohesion. States that its design incorporates ample green spaces, recreational facilities and communal areas promoting healthy lifestyles and community interaction. 2. Sustainable Development: States that the masterplan employs innovative design principles to minimise ecological footprint thereby emphasising sustainability and environmental stewardship. Submits that from energy-efficient building practices to green infrastructure, every aspect of the development prioritises environmental conservation and resilience. 3. Infrastructure Advancement: Submits that recognising the importance of robust infrastructure, the masterplan includes provisions for essential services such as transportation, utilities and public amenities. Suggests that the infrastructure be invested upfront as this will ensure the development provides seamless integration of new residents while alleviating pressure on existing resources. 4. Economic Growth: States that the proposed residential development presents significant economic opportunities for the local area, generating employment, stimulating demand for local goods and services, and enhancing property values. Suggests that this economic boost will contribute to the overall prosperity and vitality of the community.

Sub. No.	Name	Summary of Submission
		<p>5. Design Excellence: States that the architectural design and urban layout of the masterplan reflects meticulous attention to detail and a commitment to excellence. Suggests that drawing inspiration from local heritage and context, the development adds to the aesthetic appeal of the surroundings while preserving the unique character of the community.</p> <p>States that the submission wholeheartedly endorses the proposed residential masterplan for Confey and urges the Council to consider the submission favourably. Submits that this development represents a transformative opportunity to enhance the community's quality of life, promotes sustainable growth, and creates a vibrant, inclusive neighbourhood for generations to come.</p>
016	Aidan Jordan	<p><u>Captain's Hill and Junction where R149 meets the R148 at Leixlip Village junctions.</u></p> <p>Submission suggests that the bay parking spaces, which run from Imperial Bakery to Bank of Ireland, Leixlip Village, are a danger to cyclists and other road users with traffic reversing onto the R149 at the junction where it meets the Main Street (R148) and removing these parking spaces would allow more space for bicycles to safely navigate this junction. Suggests that the necessary junction upgrades before construction commences with the Confey Masterplan.</p>
017	Paul Barry	<p>Submission states that it is great to see a more physically active and environmentally sustainable transport plan being generated for the new development at Confey, and the surrounding existing lands in Leixlip.</p> <p><u>POWSCAR - Census Data from 2016</u></p> <p>States that there is one significant flaw noted in the Strategic Transport proposal which requires addressing. States that POWSCAR data from 2016 census has been used as the basis for a number of estimates, calculations, and future projections for mobility in the area around Confey, Captain's Hill, and Leixlip Village. States that the Confey Masterplan Strategic Transport and Mobility Report was published on 30th November 2023, whereas POWSCAR data from the 2022 census has been published and available since 19th October 2023, per the CSO release schedule.</p>

Sub. No.	Name	Summary of Submission
		Suggests that given there is a six-year gap between the two, the report should be fully revised to incorporate the data from the 2022 census.
018	Aidan Jordan	<p><u>Road Safety</u></p> <p>Submission states that the new town planned for Confey is due to have approximately 1,765 units, which will be similar to the size of Sallins and refers to the Sallins Road Safety Action Group which was established to campaign for safer crossing, bicycle lanes and infrastructure in their area.</p> <p>Submits that the Confey Masterplan document has highlighted many areas in Confey that need to be improved to provide safe active travel, using the Safe System Approach and states that in the interests of road safety, these measures need to be undertaken now <u>before</u> any growth in population happens or construction in Confey Masterplan area commences.</p> <p><u>Captain's Hill</u></p> <p>Submission refers to page 6 of the Confey Masterplan Strategic Transport and Mobility Report has a model hierarchy picture for road users with safer active travel at the top and refers to objectives of the Leixlip LAP in relation to improvements on Captain's Hill as follows:</p> <ul style="list-style-type: none"> • To improve Captain's Hill from a cycle and pedestrian perspective (MT2.9) • New safe pedestrian and cycle links across the canal (MT1.5) • To provide a footbridge over the Rye River at Confey College (MT1.6) • Cycle land from Scoil San Carlo through Avondale continuing to Mill Lane (figure 6.5). <p>Submission refers to the safe 'school zone' outside Scoil San Carlo with improved pedestrian crossing mentioned at page 31 of the Confey Masterplan document. States that taking a Safe System Approach to the existing Confey area, all the necessary pedestrian and cycle friendly infrastructure are needed now before the start of development to protect vulnerable road users around 'school zones'. Submits that the masterplan document gives a timeline for Phase 1a of the development of the Confey Masterplan lands with work on the constructure of 450 units being</p>

Sub. No.	Name	Summary of Submission
		undertaken in that phase with no mention of timeline for construction of Confey College footbridge over the River Rye.
019	Department of Education	See Section 4 of the Chief Executive's Report.
020	Shay Kirk	<p><u>Building Heights</u></p> <p>The submissions states that the buildings in the proposed development of Confey should not exceed 3 storeys to prevent large areas of shade on lower residential areas. Submits that the proposed Confey development should not be treated like other areas along the railway line to the city, such as Ashtown and Pelletstown as they all look the same and lack character. Submits that the rural feel of Confey should be retained in the Masterplan area and consideration should be given to relocating the taller buildings to the rear of the site where their impact would be less stark.</p> <p><u>Land Use/ Social Infrastructure</u></p> <p>Submission states that there is a reference in the Masterplan to ensure that the appropriate level of development is provided in tandem with the provision of new physical and social infrastructure which is more aspirational than realistic. States that there should be a clear commitment to phasing the development on the basis that the necessary infrastructure, e.g. schools, electrified rail transport, bus and road connections are in place to meet increased demands. The submission questions whether a swimming pool will be provided in Confey and states that it would be better to commit these lands to a community use that is achievable. The submission welcomes the provision of allotments but states that they should be located on a site that is accessible to both sides of the Confey community and could like the GAA club, if left in situ, have a unifying influence in the community.</p> <p><u>Placemaking/GAA Grounds</u></p> <p>Submission states that the GAA grounds should not be relocated to the North West corner of the site as it could be a unifying feature for both the existing and proposed part of Confey. The</p>

Sub. No.	Name	Summary of Submission
		<p>submission welcomes the Greenway but would prefer if Kildare County Council would complete the pedestrian/cycle route from Confey to Maynooth.</p> <p><u>Transport and Movement – Captain’s Hill and Western Road Upgrade (Kellystown Lane) & Northern Orbital Route</u></p> <p>Submission states that it may prove impossible to widen Kellystown Lane and one-way bridge and traffic will use Captain’s Hill to join the N4, which will lead to difficulties for local residents trying to exist from their estates onto Captain’s Hill in the mornings.</p> <p><u>St. Catherine’s Park</u></p> <p>Submission refers to the Northern Orbital Road and states that there is serious concern in Leixlip that a road will be built through St. Catherine’s Park and submits that the new housing development will place greater demands on the park for leisure and recreation facilities. States that it is vital that the integrity of the Park is maintained and any road through the Park will be strongly resisted by the residents of the area.</p> <p><u>Landscape Principles – Natural Environment</u></p> <p>States that care should be taken to minimise the loss of the natural environment throughout the proposed development and suggests that trees and hedges should be re-instated where the new proposed cycle/pedestrian bridges are located.</p>
021	IWAI Royal Canal (Inland Waterways Association of Ireland)	<p>The submission states that having reviewed the exciting, proposed plans for the Confey Masterplan Lands, the IWAI have some observations on the Draft Masterplan:</p> <p>Liveaboard Community in Confey</p> <ul style="list-style-type: none"> • While the Confey Masterplan contains images of barges and canal boats, unfortunately there is no reference to the barge community at Confey. • The spectacular waterfront paved area fails to include any area with moorings for visiting boats or barges.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Safe access and parking at Confey needs to be developed, along with adequate lighting to illuminate safely the floating homes of these residents. • Links to essential services (water, power, sewage) needs to be included in the masterplan so to make connection simple once Waterways Ireland applies for the appropriate planning permission. • While Confey Design Code refers to Neighbourhoods, Inclusivity, Connections, Density and Dwelling Mix, no consideration or reference has been made to the growing liveaboard community based on the canal at Confey. • The Council should plan for these communities and work with Waterways Ireland toward the provision of essential services for the liveaboard community at Confey, such as, water, electricity, lighting, pumpout facility for emptying holding tanks, refuse collection and fixed or floating jetties. <p><u>The 'Green & Silver' Route</u></p> <p>The submission references the tourism, social and economic potential of the 'Green & Silver' Route which passes Confey. It describes the 'Green & Silver' Route as a triangular walking, cycling and boating route that is based on a book written by L.T.C. Roth, who was one of the founders of the Inland Waterways Association (UK) in 1946. The book, 'The Green & Silver' published in 1949 documents the triangular route undertaken by the author in 1946. The route comprises a waterways triangular route of the Royal Canal, a section of the River Shannon, the Grand Canal and into Dublin (crossing the Liffey to get back to the Royal Canal to complete the journey). Submits that this navigation route is of international significance and is the only circular boating route in Ireland, is ignored by our tourism organisations.</p> <p>The submission states that developments along this route have the potential to jeopardise its future existence through poor planning and objects strongly to any structure which encroaches on the navigation channel or it's air space. States that it's potential for development as a tourist route has yet to be realised and the potential for commercial boat rental tourism remains untapped.</p>

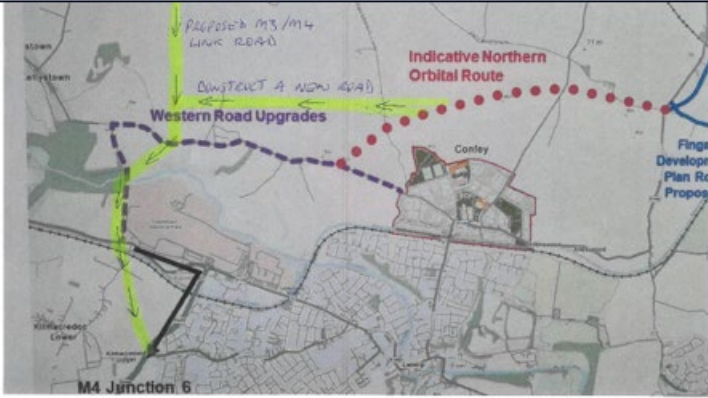
Sub. No.	Name	Summary of Submission
		The submission states that the Royal Canal Branch of IWAI supports the development of Confey's adjacent lands but strongly recommends greater inclusivity and that facilities are planned which cater for liveboards, boaters and boat tourists.
022	Lor F	<p><u>Traffic Congestion</u></p> <p>The submission states that the Masterplan is not an improvement for Confey and traffic congestion will be worse.</p>
023	Allen & Bernadette Corcoran	<p><u>Western Road Upgrade</u></p> <ul style="list-style-type: none"> • Proposed upgrade of the L1015 and states that the proposal (route Option 1) to connect the Confey lands to the R148 (west of Intel) via the L1015 and L1014 and the Kellystown Bridge over the River Rye and facilitate traffic from the proposed orbital link road between the M3 and M4 is not a viable and feasible option. • there has been no consultation to date with residents about the proposal and questions if any form of feasibility study has been done before this development went out for public consultation. The submission refers to the recent public information event in Leixlip Library and states that the KCC staff indicated that the proposed upgrade of Kellystown Road 'is currently the preferred option' being considered. States that the upgrade of this road will destroy or significantly impact the properties along this road. • the Leixlip Strategic Transportation Assessment (2019) which identified 5 different route options to the west of the Confey lands and, in particular, refers to route Option 4 through the eastern edge of the Intel site and questions why planning permission was granted to Intel to build on the proposed route. Submission suggests that if route Option 4 is not an option, then Option 6 should be considered. Option 6 would extend the new M3 link road from Clonee to the north of the Kellystown Lane properties and the L1015, looping it down into Kellystown Lane, for upgrade and joining onto the existing N4 infrastructure. • States that the upgrade of the L1015 to service these additional homes and to act as an orbital route between the M3 and M4 is just not a feasible solution and will directly affect the lives and residents of the almost 30 families living along this stretch of road.

Sub. No.	Name	Summary of Submission
		<p><u>Social Infrastructure</u></p> <p>The submission states that whilst it is supportive of the idea of development in the Confey area, the proper infrastructure (roads, schools, community facilities, etc) must be put in place before planning permission is granted or any development commences.</p>
024	Valerie Colton	<p><u>Proposed Newtown Glendale Bridge and Proposed River Forest Bridge</u></p> <ul style="list-style-type: none"> • Bridges shall be positioned in the middle of existing green space areas within housing estates; • Maximum height of bridges will be 26ft to clear the railway line and will span over the roadway and paths graduating to ground level; • The bridges will encroach on the privacy of people who live only metres away from proposed bridges; • Visually, the bridges will be huge monstrosities and will destroy the amenity areas; • Will require the removal of trees and flower beds and interfere with the peace and tranquility that surrounds the open spaces; • Concerns that they will facilitate an increase in anti-social behaviour and lead to health and safety issues. • The plans for upgrade of Cope Bridge incorporates both pedestrian and cycle access within 150 metres of the Glendale bridge and the submission questions why there is a need for another bridge which fundamentally serves the same purpose so close to each other. • States that placing these bridges on private estates will contradict Section 3.2.15 of the Design Code. <p><u>Captain's Hill</u></p> <p>States that existing infrastructure is inadequate to cope with current traffic volumes with residents and visitors experiencing major delays particularly on weekdays. Refers to the two national schools and the post primary school located at the end of River Forest estate, and that the school related traffic causes major delays during the academic year for the residents of River Forest and Glendale onto Captain's Hill.</p>

Sub. No.	Name	Summary of Submission
		<p><u>Western Road Upgrade and Northern Orbital Road</u></p> <p>Suggests that it is vital that the New Orbital Route Road from M3 to N4 via Hansfield to Kellystown Lane be in place for Phase 1 of the development. States that Kellystown Lane is very narrow with a one-way bridge, which may prove impossible to widen for various reasons.</p> <p><u>St. Catherine's Park</u></p> <p>States that there is a serious concern in Leixlip that a road would be built through St. Catherine's Park as shown on the Fingal Development Plans and any road through the park will be strongly resisted by local residents and park users.</p> <p><u>Construction Traffic</u></p> <p>Submits that construction traffic should not use Captain's Hill as a route due to the current volume of traffic on the route and dirt and debris from construction trucks and building equipment would cause damage to the road surface on Captain's Hill.</p> <p><u>Confey GAA</u></p> <p>The submission refers to the removal of the Confey GAA from the map and its replacement with housing development. States that this club house and grounds were provided by the existing Confey community and it is not acceptable that this social and recreational amenity be lost to the community that funded it.</p>
025	Aidan Jordan	<p><u>Cope Bridge</u></p> <p>The submission states that currently the footpath along the canal has an access point on both north sides of Cope Bridge and that when travelling from the west direction to access the road and footpath opposite you must join the road with zero visibility towards Leixlip village due to the camber of the bridge. States that the recent upgrade of the Royal Canal Greenway finishes on the west side of Cope Bridge where you immediately enter the roadway to cross over to the footpath,</p>

Sub. No.	Name	Summary of Submission
		<p>the upgrade did not include any changes to the narrow section under the bridge which can make it difficult for some users of the greenway to continue under the bridge and join Cope Bridge on the east side.</p> <p>Suggests that a 'Safer Road Approach' would require this crossing at Cope Bridge to be amended as soon as possible to provide a safer crossing point to protect cyclists and pedestrians before you increase traffic flow on this bridge. States that the Confey Masterplan document has a timeline of 2026-2029 and the construction of up to 1,100 houses during the completion of upgrades to Cope Bridge.</p>
026	Vincent McLaughlin	<p><u>Transportation</u></p> <p>The submission states that the author is not against the proposed development of the Confey lands but this new plan needs a road/bus/cycle infrastructure that will work for everyone and not just dump all the traffic movement onto the Confey Road as per the Council's existing preferred route Option 1.</p> <p>Submission states that the Council is proposing three options:</p> <ol style="list-style-type: none"> 1. <i>Upgrade the existing road towards Kellystown Lane. - Western Road Upgrade</i> <p>States that this road has a number of pinch points that will not allow this proposal to proceed and the residents do not want this volume of traffic going past their homes. Existing junction of the old Leixlip/Maynooth road at the Kellystown Lane junction is dangerous at the present time. Suggests that if the Council is to take this 'quick fix' route they can put in a new mains water pipe as the existing pipe is nearly 70 years old, has poor pressure and only serves two-thirds of the residents. States that the remaining one-third have no access to mains water and have been refused this service on numerous occasions.</p> <p><u>Alternative routes</u></p> <ol style="list-style-type: none"> 2. <i>Construct a new road through the Rye River Valley</i>

Sub. No.	Name	Summary of Submission
		<p>The submission states that this area is a Special Area of Conservation (SAC – Site Code 001398) and the construction of the road will not be allowed.</p> <p><i>3. Construct a new road to run alongside the Royal Canal and exit at Louisa Bridge.</i></p> <p>The submission states that the construction of the above this road would go through/next to the Leixlip SPA, which was refurbished by KCC years ago. States that this is not what the people of Leixlip want.</p> <p>The submission refers to the submission to the Confey Masterplan, which was submitted by the Transport Infrastructure Ireland (TII), and states that there are a number of proposed routes to link the M3 with the M4.</p> <p><u>Alternative route to the M4 across Blakestown Crossing</u></p> <p>Submission suggests the extension of the Dunboyne Ring Road to the Easton Roundabout and onto the M4. Submits that this road is via a new bridge over the Rye river at Kellystown Lane and another new bridge over the canal/rail line at the junction of Kellystown Lane and the old Leixlip/Maynooth road. States that this will also remove traffic from the existing Dunboyne/Maynooth Road which has seen numerous accidents including fatal ones over the years.</p> <p>The submission states that this is the opportunity to construct a new road similar to the Dunboyne Ring Road which cycle and bus lands from the Confey Development lands to meet the new road from Dunboyne (refers to the attached diagram/map), which the author states would allow safe cycle ways around Confey and link up with the other side of Leixlip at the Easton roundabout and backdown through the village.</p> <p>Submission states that as a resident on the Confey Road, the author hopes that KCC gets the road infrastructure right and comes up with an imaginative road infrastructure plan in conjunction with TII to deliver what the people want and not any of their existing poorly planned infrastructure proposals such as route Option 1. See Diagram below:</p>

Sub. No.	Name	Summary of Submission
		
027	Tom Holbrook	<p><u>The submission relates to St. Catherine's Park.</u></p> <p>The submission objects to the proposal to construct a road through St. Catherine's Park, which is a massive public amenity for locals and people who visit from different parts of Dublin and Kildare to attend the market and playground. Submits that a road through the Park would destroy the atmosphere and contribute to 24-hour light and noise pollution from vehicles using the road.</p>
028	Aaron Holbrook	<p><u>St. Catherine's Park</u></p> <ul style="list-style-type: none"> • Objects to road in St. Catherine's Park, which is used for commuting and recreation. • Noise pollution is a major concern due to these proposals.
029	Paige Holbrook	<p><u>The submission relates to St. Catherine's Park.</u></p> <p>The submission objects to the proposal to develop a road through Saint Catherine's Park, which is a massive public amenity to locals and people from all over the city. The submission refers to the wonderful market held through there through the summer months which attracts people from far and wide and the playground which is used daily by locals and others.</p>

Sub. No.	Name	Summary of Submission
		Suggests that people use the park for their mental well-being and states that noise pollution and fumes on a 24-hour basis would cause massive unrest and upset and would disrupt the atmosphere of this beautiful park.
030	Holly Holbrook	<p><u>St. Catherine's Park</u></p> <ul style="list-style-type: none"> • Objects to the proposal of the road going through St. Catherine's Park • A huge amenity for all age groups. • Beautiful wildlife • A place to relax and meet friends and family • A road through the Park would ruin the ambience of the Park and increase noise, light and exhaust pollution and detrimental to wild life.
031	Meath County Council	See Section 4 of the Chief Executive's Report
032	Glendale Estate Committee	<p><u>Cope Bridge Railway Order proposed works</u></p> <ul style="list-style-type: none"> • The submission refers to the impact of the proposed works by Irish Rail at Cope Bridge as a result of the DART+ West project in relation to the colour and design of the proposed pedestrian/cycle bridges which will form part of the works to the existing Cope Bridge. • Submission also refers to the impact of the removal of mature trees and vegetation, which currently screens the Glendale estate from view of traffic in Cope Bridge area and suggests that the loss of public open space as a result of the location of the pedestrian/cycle bridge and proposed substation will result in a loss of amenity for the residents of Glendale. • Submits that the colour of the proposed two pedestrian/cycle bridges is offensive to the nature of the existing Cope Bridge and will be an eyesore. Suggests that the existing bridge should be replaced by a new bridge comprising 15m in width now that the bridge is no longer a protected structure. • Refers to the Leixlip LAP, which states that there are a limited number of crossing points over the Rye Valley, Royal Canal and railway line and pinch points such as Captain's Hill which restricts permeability and connectivity.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Refers to the electrification of the rail line at Cope Bridge which will have design implications for Cope Bridge and that location of Substation will impact on local residents due to loss of green space. • Refers to parking issues at Railway Station. • Suggests that KCC engage with Irish Rail in relation to the provision of a new car park at Station. <p><u>Pedestrian/Cycle Bridges at Newtown/Glendale and River Forest Estates</u></p> <ul style="list-style-type: none"> • Submission has concerns in relation to height of proposed bridges. • Encroachment on residential privacy. • Loss of amenity space. • Potential for anti-social behaviour. • Health and Safety concerns in relation to objects being thrown from bridges. • Costs associated with development of bridges. • Refers to proposal by Irish Rail to construct two pedestrian/cycle bridges at Cope Bridge. <p><u>Captain's Hill</u></p> <ul style="list-style-type: none"> • Welcomes road upgrades but notes that there is no timeframe for its delivery. • Concern about traffic lights at entrance to Glendale and River Forest estate entrances. <p><u>Construction Traffic</u></p> <ul style="list-style-type: none"> • Concern in relation to route of construction traffic. <p><u>Confey GAA</u></p> <ul style="list-style-type: none"> • States that proposal to move Confey GAA will be a huge loss to existing communities. <p><u>Captain's Hill Improvements</u></p> <p>Suggests removal of car parking spaces at bottom of hill to facilitate road widening.</p> <p><u>Linear Park and Green Areas</u></p>

Sub. No.	Name	Summary of Submission
		<p>Submission expresses concern in relation to the ongoing maintenance of these amenity spaces.</p> <p><u>Community Hub – Swimming Pool funding</u></p> <p>States that there is no commitment in the Masterplan to provide funding from KCC for this pool.</p> <p><u>Density & Building Heights Strategy</u></p> <p>States that 5 storey buildings will be out of character with the area.</p>
033	Aidan Jordan	<p><u>R149 Upgrade</u></p> <p>Submission refers to issue with visibility at junction from L5052 (Allenswood Lane) onto the R149 regional road and suggests that a Safer roads approach would require this junction to be upgraded to improve visibility for traffic exiting onto the R149.</p> <p>States that there is no timeline provided for the upgrade of this junction or how it would be made safer.</p>
034	NTA	See Section 4 of the Chief Executive's Report
035	OPW	See Section 4 of the Chief Executive's Report
036	Gary Lawless	<p><u>Confey GAA lands</u></p> <p>The submission states that it is misleading for the Plans identify the location of the Confey GAA as a mixed-use area.</p> <p><u>Western Road Upgrades</u></p> <p>Questions why there is no consideration given to improving infrastructure such as the road to Maynooth and Kellystown Lane.</p>
037	Eamon Shields & Stephanie Moore	<u>M3-M4 Link – Western Road Upgrades and Northern Orbital Road</u>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Submission questions why no consideration is given to improving the infrastructure in the Confey area, such as road to Maynooth and surrounding areas such as Kellystown Lane. • Refers to the Leixlip Strategic Transportation Assessment published in 2019, which showed five different options to the west of Confey lands and identified Option 4 was the preferred route in 2019. • States that Option 1 now seems to be the preferred route and questions how this road can be upgraded to not only cater for the increased volume of traffic from the proposed Confey Development but also the traffic from the proposed orbital link road between the M3 and M4. • States that there has been no consultation with residents about this proposal and no analysis conducted on how this upgrade will be completed. Suggests that the upgrade will result in houses being demolished and gardens being reduced.
038	Confey GAA	<p><u>Confey GAA</u></p> <ul style="list-style-type: none"> • Submission states that Confey GAA is broadly supportive of the future development of housing in the Confey area and suggests that any future development is carried out in a controlled fashion, with proper provision being made for roads, schools and community/sporting facilities, etc. • Requests that measures are put in place to ensure that the proper infrastructure is developed in conjunction with houses. • Refers to the existing GAA facility that benefits both members and the wider community and is used by other organisations and schools for basketball, bowls and a Mens Shed. • Acknowledges that the Masterplan provides for the development of the GAA lands in Phase 5. • Submission states that Confey GAA intends to remain at its current location to best serve its members and the community. • The submission notes that consideration is given to the provision of additional playing pitches in the OS3 lands, which is located a considerable distance from the existing clubhouse and existing pitches.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Requests that consideration be given to the provision of playing pitches for Confey GAA in the OS2 lands, which are more readily accessible to the current clubhouse.
039	Andrew Connolly	<p><u>Road infrastructure in Confey</u></p> <p>The submission refers to traffic issues in the area surrounding Confey and suggests that road infrastructure in the Confey area should be built before houses are constructed.</p> <p><u>Glendale bridge and walkway</u></p> <p>The submission states that building a walkway through the Glendale estate will cause concern for parents of young children.</p>
040	Patrick Burgess	<p><u>Proposed Newtown Glendale Bridge</u></p> <ul style="list-style-type: none"> • Move this proposed bridge to lands located adjacent to Captain's Hill. <p><u>Enhanced train station connection.</u></p> <ul style="list-style-type: none"> • Provide new car park at station. <p><u>Captain's Hill Road</u></p> <ul style="list-style-type: none"> • No clear plan to improve Captain's Hill due to potential hazard points for pedestrians, cyclists and vehicles – this must be a priority. <p><u>Confey GAA</u></p> <ul style="list-style-type: none"> • Confey GAA is an essential part of the local area and there is no sight of it in the Masterplan
041	John Loughlin	<p><u>Western Road Upgrade</u></p> <ul style="list-style-type: none"> • Road cannot be widened at certain points. • Impossible to exit from houses. • Suggests alternative connection between Dunboyne Ring Road and the Easton roundabout.
042	Brian Millar	<p><u>Confey GAA</u></p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Club should remain in its current location and granted extra land to help serve the new community. <p><u>Captain's Hill</u></p> <ul style="list-style-type: none"> • Cycle lanes on Captain's Hill shall be directed to the steep Distillery Lane and the steep Sil-leachain Lane. • Cycleway will remove parking on Captain's Hill at River Forest Apartments and outside the School. • Cycle lane on east side of Captain's Hill will cause the removal of hedging and trees. • Recommends the installation of a proper bus bay at entrance to Avondale estate. • Western Cycle way coming from Cope Bridge should be directed into River Forest via the Library grounds and retain bus stop on western side of Captain's Hill which would eliminate need for cycle way on the west wide of Captain's Hill. • Submission suggests improvements to the footpaths along Captain's Hill and the compulsory purchase of lands to facilitate the improvements and improve bus service. <p><u>Captain's Hill and R149</u></p> <ul style="list-style-type: none"> • Submission suggests alterations to the above junction due to increase in traffic. <p><u>Alternative to Western Road Upgrades and Northern Orbital link to link M3 and M4</u></p> <p>Refers to the above upgrades and suggests the development of a road from Confey along the canal to join the Maynooth Road at Louisa Bridge</p>
043	Nola McLoughlin Burke	<p>Western Road Upgrade</p> <ul style="list-style-type: none"> • Submission welcomes the development of Confey for housing but objects to upgrade of Kellystown Lane as it is a country lane and there needs to be a proper ring road put in place to consider the increase in traffic.
044	Declan Kenny	<ol style="list-style-type: none"> 1. <u>National Planning Policy</u> Refers to failed National Spatial Strategy 2. <u>Road Infrastructure</u>

Sub. No.	Name	Summary of Submission
		<p>Proposed infrastructure is inadequate to deal with the inevitable increase in traffic and new residents will continue to use their cars instead of bikes and trains.</p> <p><u>Captain's Hill</u></p> <p>States that Captain's Hill road is restricted and Upgrade of Kellystown Lane will require widening of the entire length of that stretch and will impact on Sandford Bridge (protected structure).</p> <p>3. <u>M3/M4 Link and St. Catherine's Park</u> Refers to previous proposals to develop a road through St. Catherine's Park which was shelved due to opposition from residents of the area. The submission refers to the more recent TII scoping report in respect of providing a link between the M3 and M4 motorways and states that St. Catherine's Park is considered as a route option in three of eleven proposed routes. Suggests that the Confey Masterplan could re-ignite this disastrous road proposal and suggests that the development of the Masterplan lands could 'create the need' for such a solution.</p> <p>4. <u>Flooding</u> States that flooding is a major problem in this area and suggests that the development of over 1,700 units could have a serious knock-on effect for the residents downstream including Mill Lane and Castle Park, in particular.</p> <p>5. <u>Building Heights</u> The proposed height of many of the proposed units is not in keeping with the current housing in Leixlip.</p> <p>6. <u>Green Belts</u> States that we need green belts in these sensitive areas and not housing.</p> <p>7. <u>Royal Canal Greenway</u> States that the Royal Canal is a valuable piece of our industrial heritage. Suggests that the recent 'upgrade' to the towpath was completely over-engineered and came as a surprise to many in the Council who voted for the works. Locals were dismayed to see that the path was essentially turned into a road. States that the masterplan will do little to honour this unique heritage.</p>

Sub. No.	Name	Summary of Submission
		<p>8. <u>Main Street Leixlip</u> States that KCC cannot look after the current Main Street in Leixlip, so the submitter has not faith that they could successfully build a new town.</p> <p>9. <u>Glendale and River Forest Bridges</u> Questions the decision to develop the Glendale and River Forest pedestrian/cycle bridges when residents of these areas are not overly keen at encouraging traffic through their relatively quiet neighbourhoods.</p>
045	Eamon O'Boyle	<p>Road Upgrades</p> <ul style="list-style-type: none"> Submission states that road upgrades and infrastructure should be in place before any building starts due to congestion on existing roads.
046	Michael & Gwen Fagan	<p><u>Western Road Upgrade</u></p> <ul style="list-style-type: none"> Does not agree that that the L1014 and L1015 infrastructure is sufficient to safely support the increased volumes of traffic from both the development of Confey and link road to Fingal. Suggests that a new orbital road be built to cater for pedestrians, cyclists, buses and cars to cater for the development of Confey. States that Option 1 has huge detrimental consequences for approx. 30 households on this lane. Major reconstruction required to widen the existing road. L1015 is going to have to support significantly traffic levels. Traffic surveys which were completed along the L1015 and the L1014 include only the current traffic and projected traffic from the new development – they do not consider the additional traffic from the proposed Northern Orbital road.
047	Paula Coffey	<p><u>Cope Bridge</u></p> <p>Submission refers to design of pedestrian/cycle bridges proposed in the Railway Order.</p> <p><u>Newtown/Glendale Pedestrian/Cycle Bridge.</u></p>

Sub. No.	Name	Summary of Submission
		<p>Submission raises concerns in relation to the height and design of the bridge and money should be spent on upgrading Captain's Hill.</p> <p><u>Engineering Report</u></p> <p>Refers to location of foul discharge (Outfall No. 3) located directly opposite a group of houses in Glendale Meadows.</p> <p><u>Confey GAA</u></p> <p>Not acceptable that Confey GAA will be lost to the community that originally funded it.</p> <p><u>Construction Traffic</u></p> <p>Construction traffic should not use Captain's Hill.</p>
048	Kevin Noonan	<p><u>Primary School & Post Primary School</u></p> <ul style="list-style-type: none"> • Submission has concerns in relation to the proposed construction of 1111 units in Confey before any primary school is built in the area. <p><u>Road Infrastructure</u></p> <ul style="list-style-type: none"> • States that plan for a link road north, a link road south, improvements to existing roads all happen in Phase 3 onwards, after the 1111 residential units are built. • Back roads need to be upgraded and link roads built before development begins. <p><u>St. Catherine's Park</u></p> <p>Submission refers to Diagram 2-4 (extract from AECOM Leixlip STA 2019) in the Strategic Transport and Mobility Report which sets out the eastern route options for a potential new road. States that the road infrastructure has to be in place before housing and must not go through this valuable amenity for Leixlip and surrounding counties.</p>

Sub. No.	Name	Summary of Submission
		<p><u>Various</u></p> <ul style="list-style-type: none"> • Car Parking - The submission refers to the proposal to reduce car parking in the Master-plan area and notes that this will lead to increased car parking in the local estates and roads. States that carparking at train station is already an issue and leads to parking in existing estates at River Forest and Glendale. • DART - Questions the capacity of the DART+ West and the timeline for its delivery. • Bus Services - The submission refers to the reference to the BusConnect C Spine in the Masterplan and states that the bus service has disimproved and states that the Masterplan does not address this and are pinning everything on the DART. Direct bus services need to be restored. • Cars in Confey - Submission refers to proposed need for cars in Confey and cites the delayed development of the Royal Canal Greenway. • Cemetery - States that a new cemetery should be an absolute priority and questions the credibility of the flooding report. • Swimming Pool - Submission states that a swimming pool is never going to happen. • Confey GAA – Masterplan does not explain what will happen with Confey GAA grounds and this needs to be finalised and confirmed before any development takes place. • Utility Services – States that the development of Confey will make the issue of water shortages worse and questions Masterplan’s ability to cope with the demand for water.
049	Marguerite Devine	<p><u>Density & Building Height</u></p> <ul style="list-style-type: none"> • Submission states that the suggestion of a five-storey building in the middle of the countryside is totally out of character and should not be considered for all the logical reasons. <p><u>Captain’s Hill Improvements</u></p> <ul style="list-style-type: none"> • The submission questions how Captain’s Hill could support additional traffic to new development in Confey and traffic comes to a halt during school exit times and evenings. • States that exit routes onto Captain’s Hill during this period causes major delays and long tail backs.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Suggests that in the interest of health and safety, the parking bays along the Bank of Ireland area, should be removed as cars have to reverse into oncoming traffic when leaving the bays and cars entering from the far side of the street have to cross two lanes of traffic to access them. <p><u>Proposed Newtown/Glendale Bridge</u></p> <ul style="list-style-type: none"> • The questions questions the need for the pedestrian/cycle bridge at Newtown/Glendale when there is a proposal to have two pedestrian/cycle bridges at Cope Bridge. • States that the bridge would be a massive invasion on the privacy of the adjacent homeowners and could potentially lead to anti-social behaviour. • Suggests that to prevent objects being thrown from the bridge, it could lead to a caged effect and resemble a prison exercise yard. • States that the proposed link to Sillechain Lane is too narrow and the gradient does not support cyclists going up or down. • The bridge is overkill.
50	Noreen Gibson	<ul style="list-style-type: none"> • Infrastructure - There is no immediate plan in place or permission for proper infrastructure. • Glendale Pedestrian/Cycle Bridge – the proposed bridge and path would impose on some residents' privacy and encourage anti-social behaviour. States that Kildare County Council have not maintained the green area in this area. • Captain's Hill – difficulties exiting from Glendale Meadows onto Captain's Hill at peak times and traffic entering or leaving Leixlip Village currently effects the residents of Glendale, River Forest, Woodside, Newtown Park, St. Mary's Park, Avondale, Dun Carraig estates and the residents and retailers of Leixlip Village. • Construction traffic – Objects to the use of Captain's Hill by construction traffic and heavy vehicles. • Confey Church - Concerned that protected status of Confey Church – will the protection be lifted? • Leixlip Village is like a ghost town and little money being spent on the town or Main Street.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Disabled persons – submission raises a concern in relation to disabled persons or persons with limited mobility – not everyone in the town can walk or cycle. Should be bus service to Liffey Valley and southside of city - DART only goes to Connolly or Pearse Street. • Risk of flooding in Confey. Some streams and location of where these streams enter larger waterways are also incorrect – shows lack of interest by planners. • Why is Confey GAA not listed as an existing amenity in the Masterplan. Amenity was funded by local people and should stay where it is. • Makes reference to many mistakes throughout the Masterplan, such as the location of streams
051	Deirdre Cleary	<ul style="list-style-type: none"> • Traffic issues: The submission has serious concerns in relation to the road infrastructure if the housing development commences before Cope Bridge is upgraded and replaced and refers to traffic issues on the N4 and states that the Confey development would cause further congestion. • Upgrade of L1015 – Western Road Upgrade:: Refers to the proposal to upgrade the L1015 and states that any proposed upgrade needs to be done in consultation with the homeowners along the route and states that the planned pedestrian and cycle routes will not fit in certain parts of the road. The current footpath along the road is extremely dangerous and badly maintained. Footpath needs to be upgraded before development commences. • Northern Orbital Road: States that this proposal to link the M3 and M4 will dump traffic on the L1015 regardless of any proposed upgrade. States that using the L1015 as part of the link between the M3 and M4 is not a feasible option. • Leixlip Village and Captain’s Hill: Would not be able to accommodate such an increase in traffic and is already prone to long delays at peak periods and there are difficulties in existing from the River Forest and Glendale estates due to traffic at peak times. The extra traffic would make it more dangerous for children of Scoil San Carlo crossing the road. The upgrades to ensure safety outside the schools in the area must be implemented before any construction work begins on Cope Bridge and on new housing development.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Natural Heritage: States that the Confey development will remove trees, hedgerows and field in the Confey area, which is contrary to KCDP policies. There needs to be a commitment from KCC and developers that new development will ensure that any new landscaped areas will be maintained in the future. • Building Heights & Density of development: the scale and height of proposed buildings is totally out of line with the character of current built and natural landscape. States that there is inadequate infrastructure for buildings of this capacity and is not suited to the local area. States that proximity to the future DART expansion programme is no basis for anything and is based on future residents using the rail line but in reality new residents will want to commute on the existing road infrastructure which is overloaded. Expansion of the DART will not necessarily be within the timeframe of the development plan and therefore no development should proceed until the completion of the upgraded service. • Confey GAA: States that the masterplan includes the removal of Confey GAA and providing new sporting facilities to the north of the site. States that the impact on the existing community will be negative and will not be within walking distance for people who use it as a social hub. The future of the GAA club is a matter of utmost importance to the locals and the club is especially important for the young people of the area. It should not be relocated. • Swimming Pool: No commitment in Masterplan to provide funding for the development of swimming pool.
052	Colm Finegan	<p><u>Western Road Upgrades (L1015)</u></p> <ul style="list-style-type: none"> • L1015 experiences vast volumes of traffic resulting in congestion at peak times, which includes commuters to Intel Ireland. • Road will not be able to cope with a further 2000 houses, schools and other amenities, which will be built before any improvements are made to the road. • L1015 not suitable for upgrade due to proximity of existing houses on the road. • Widening road at certain points is not possible and the road is not wide enough for HGVs or buses. • Road has a narrow path.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Refers to traffic issues in Celbridge, Maynooth and Kilcock due to increased building and no proper infrastructure. • Submitter understands the urgency to build houses given the current housing crisis and states that does not mean that like other towns there is no consideration as to how all the extra road users are going to travel to local amenities. • Will have a huge impact on local residents living on the road. • The L1015 has a significant farm community and access to their agricultural land will be severely affected by this Plan. • States that in other towns, the development of cycle lanes and road calming measures have blocked access to farm vehicles. <p><u>Utilities</u></p> <ul style="list-style-type: none"> • Submission states that the new Plan would mean an increased pressure on sewage and water facilities. • Residents on the L1015 have their own sewage systems and a poor water supply and low pressure. • Water and wastewater facilities for residents on the L1015 need to be upgraded.
053	James & Kathleen Cleary	<p><u>Transportation</u></p> <ul style="list-style-type: none"> • Road infrastructure in the Confey area is not capable of dealing with such large amounts of traffic and will make the situation worse for existing residential areas at peak times. • Concern that the housing development will commence before Cope Bridge is upgraded and replaced. • The N4 already encounters significant delays at peak times. <p><u>Western Road Upgrade</u></p> <ul style="list-style-type: none"> • The proposal to widen footpaths and provide cycle routes on the L1015 needs to be done in consultation with the homeowners, as there are many homes on this road that are extremely close to the roadside.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • The submission refers to the proposed Northern Orbital Route to connect the M3 and M4 and states that it will cause a significant increase in traffic using the L1015 and is not a feasible option. • The existing footpath on the L1015 is narrow and badly maintained and will have to be upgraded before the proposed development of Confey lands goes ahead. <p><u>Natural Heritage</u></p> <ul style="list-style-type: none"> • The submission states that the proposed development will remove trees, hedgerows and field in the Confey area which is contrary to Kildare County Council's own policies. • States that there needs to be a commitment from Kildare County Council and developers that new development will ensure that any new landscaped areas will be maintained in the future. <p><u>Building Height</u></p> <ul style="list-style-type: none"> • The submission states that the development of five storey building is totally out of line with the character, current built and natural landscape of the area and the submitter refers to the Adamstown development in Lucan as a prime example of how this has turned out. • States that there is inadequate infrastructure for building of this capacity and is not suited to the area. • States that housing element will be developer funded and the new community will than have to fight for decades to get the required infrastructure to match the needs. • States that the mere proximity to the DART expansion programme is no basis for anything. • States that the Plan presumes that the future residents will predominantly want to travel on the rail line but in reality they will commute in a multidirectional radial route which will overload the existing road infrastructure. • No development should proceed until the completion of the upgraded train service.
054	Annette Olphert	<p><u>St. Catherine's Park road option</u></p> <ul style="list-style-type: none"> • States that the roads proposed on the plans are all listed as options and indicative lines and are just an afterthought by the planners and developers.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Submission refers to the Public Information Event held in Leixlip Library on the 18th January and states that none of the Council’s representatives could confirm that Option 1 route was the most likely road to happen or say that the road infrastructure would happen before the development of houses and they were definite that nothing was planned for St. Catherine’s Park. However, submitter states that there is an option listed on the Masterplan for the road through St. Catherine’s Park. <p><u>Road Infrastructure</u></p> <ul style="list-style-type: none"> • The submission states that roads will not be built for 8-10 years and the building of houses is likely to occur in 6-12 months. • States that most houses now have 2 cars which is likely result in 3,200 cars from the proposed development of 1,600 houses. • States that it is likely that in the absence of new road infrastructure, these cars will go to Cope Bridge and refers to the impact on the existing Cope Bridge which is a huge road safety concern. • Concern that Cope Bridge will not be widened. • States that the TII will not be paying for roads in Confey, which explains why the Council has not given a proper timeline for road upgrades as part of the Masterplan. • States that between 2016 and 2020, just 1% of the Kildare County Council’s €592 million budget was allocated for community and public realm assets in the Celbridge and Leixlip Municipal District and only €4.5 million was actually spent during this period in both areas. <p><u>Captain’s Hill Upgrade</u></p> <ul style="list-style-type: none"> • Submission opposes the installation of traffic lights at the River Forest and Glendale estates will virtually imprison residents in their estates. <p><u>Building Heights</u></p> <ul style="list-style-type: none"> • Submission opposes the development of 4-6 storey apartments instead of houses. States that the Masterplan indicates that 4-5 storey buildings will be developed along the Canal, which is a beautiful amenity, and states that the builder might add 6-7 storey apartments and lead to a second Adamstown and bring its own anti-social problems.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> States that apartments will not suit the already well-established residential houses in the Leixlip and Confey area. <p><u>Flooding</u></p> <ul style="list-style-type: none"> Submission states that the Silleachan stream which flows into the Glendale estate comes from two streams in the Confey Masterplan area, the Oranstown stream and the Moor of Meath stream, which join the stream at Confey GAA and states that the stream joins the Liffey at Mill Lane, and not the Rye River as stated in the Masterplan. States that flood run-off from new road in such a large area will have a huge impact on the Silleachan stream. <p><u>Glendale Pedestrian/Cycle Bridge</u></p> <p>The submission opposes the proposed pedestrian/cycle bridge to be constructed over the Canal and rail line to the Glendale residential estate and link the area to Leixlip village for the following reasons:</p> <ul style="list-style-type: none"> Impact on privacy and security of residential homes. Provide easy access to burglars. Increase risk of vandalism from the bridge. Bridge is offence to the residents of Glendale and Glendale Meadows who have invested time and money in the maintenance of the area over the years. Serve no purpose to the residents of Glendale estate. Will have an adverse effect on property values in the area. Will have an adverse effect on flora and fauna in the area. <p><u>Foul Odour</u></p> <ul style="list-style-type: none"> Submission refers to foul discharge outfalls which will be located directly opposite the Glendale estate (Doc No. 7 of Engineering Report). States that it is unacceptable and solution will have to be found. <p><u>Utilities/Water</u></p>

Sub. No.	Name	Summary of Submission
		Submission expresses concern in relation to water supply in the area due to the construction of an extra 1,600 houses.
055	Paul Smith	<p><u>St. Catherine's Park road option</u></p> <ul style="list-style-type: none"> • States that the roads proposed on the plans are all listed as options and indicative lines and are just an afterthought by the planners and developers. • Submission refers to the Public Information Event held in Leixlip Library on the 18th January and states that none of the Council's representatives could confirm that Option 1 route was the most likely road to happen or say that the road infrastructure would happen before the development of houses and they were definite that nothing was planned for St. Catherine's Park. However, submitter states that there is an option listed on the Masterplan for the road through St. Catherine's Park. <p><u>Road Infrastructure</u></p> <ul style="list-style-type: none"> • The submission states that roads will not be built for 8-10 years and the building of houses is likely to occur in 6-12 months. • States that most houses now have 2 cars which is likely result in 3,200 cars from the proposed development of 1,600 houses. • States that it is likely that in the absence of new road infrastructure, these cars will go to Cope Bridge and refers to the impact on the existing Cope Bridge which is a huge road safety concern. • Concern that Cope Bridge will not be widened. • States that the TII will not be paying for roads in Confey, which explains why the Council has not given a proper timeline for road upgrades as part of the Masterplan. • States that between 2016 and 2020, just 1% of the Kildare County Council's €592 million budget was allocated for community and public realm assets in the Celbridge and Leixlip Municipal District and only €4.5 million was actually spent during this period in both areas. <p><u>Captain's Hill Upgrade</u></p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Submission opposes the installation of traffic lights at the River Forest and Glendale estates will virtually imprison residents in their estates. <p><u>Building Heights</u></p> <ul style="list-style-type: none"> • Submission opposes the development of 4-6 storey apartments instead of houses. Sstates that the Masterplan indicates that 4-5 storey buildings will be developed along the Canal, which is a beautiful amenity, and states that the builder might add 6-7 storey apartments and lead to a second Adamstown and bring its own anti-social problems. • States that apartments will not suit the already well-established residential houses in the Leixlip and Confey area. <p><u>Flooding</u></p> <ul style="list-style-type: none"> • Submission states that the Silleachan stream which flows into the Glendale estate comes from two streams in the Confey Masterplan area, the Oranstown stream and the Moor of Meath stream, which join the stream at Confey GAA and states that the stream joins the Liffey at Mill Lane, and not the Rye River as stated in the Masterplan. • States that flood run-off from new road in such a large area will have a huge impact on the Silleachan stream. <p><u>Glendale Pedestrian/Cycle Bridge</u></p> <p>The submission opposes the proposed pedestrian/cycle bridge to be constructed over the Canal and rail line to the Glendale residential estate and link the area to Leixlip village for the following reasons:</p> <ul style="list-style-type: none"> • Impact on privacy and security of residential homes. • Provide easy access to burglars. • Increase risk of vandalism from the bridge. • Bridge is offence to the residents of Glendale and Glendale Meadows who have invested time and money in the maintenance of the area over the years. • Serve no purpose to the residents of Glendale estate. • Will have an adverse effect on property values in the area.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Will have an adverse effect on flora and fauna in the area. <p><u>Foul Odour</u></p> <ul style="list-style-type: none"> • Submission refers to foul discharge outfalls which will be located directly opposite the Glendale estate (Doc No. 7 of Engineering Report). • States that it is unacceptable and solution will have to be found. <p><u>Utilities/Water</u></p> <p>Submission expresses concern in relation to water supply in the area due to the construction of an extra 1,600 houses.</p>
056	Theo Smith	<p><u>St. Catherine's Park road option</u></p> <ul style="list-style-type: none"> • States that the roads proposed on the plans are all listed as options and indicative lines and are just an afterthought by the planners and developers. • Submission refers to the Public Information Event held in Leixlip Library on the 18th January and states that none of the Council's representatives could confirm that Option 1 route was the most likely road to happen or say that the road infrastructure would happen before the development of houses and they were definite that nothing was planned for St. Catherine's Park. However, submitter states that there is an option listed on the Masterplan for the road through St. Catherine's Park. <p><u>Road Infrastructure</u></p> <ul style="list-style-type: none"> • The submission states that roads will not be built for 8-10 years and the building of houses is likely to occur in 6-12 months. • States that most houses now have 2 cars which is likely result in 3,200 cars from the proposed development of 1,600 houses. • States that it is likely that in the absence of new road infrastructure, these cars will go to Cope Bridge and refers to the impact on the existing Cope Bridge which is a huge road safety concern. • Concern that Cope Bridge will not be widened.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • States that the TII will not be paying for roads in Confey, which explains why the Council has not given a proper timeline for road upgrades as part of the Masterplan. • States that between 2016 and 2020, just 1% of the Kildare County Council's €592 million budget was allocated for community and public realm assets in the Celbridge and Leixlip Municipal District and only €4.5 million was actually spent during this period in both areas. <p><u>Captain's Hill Upgrade</u></p> <ul style="list-style-type: none"> • Submission opposes the installation of traffic lights at the River Forest and Glendale estates will virtually imprison residents in their estates. <p><u>Building Heights</u></p> <ul style="list-style-type: none"> • Submission opposes the development of 4-6 storey apartments instead of houses. Sstates that the Masterplan indicates that 4-5 storey buildings will be developed along the Canal, which is a beautiful amenity, and states that the builder might add 6-7 storey apartments and lead to a second Adamstown and bring its own anti-social problems. • States that apartments will not suit the already well-established residential houses in the Leixlip and Confey area. <p><u>Flooding</u></p> <ul style="list-style-type: none"> • Submission states that the Silleachan stream which flows into the Glendale estate comes from two streams in the Confey Masterplan area, the Oranstown stream and the Moor of Meath stream, which join the stream at Confey GAA and states that the stream joins the Liffey at Mill Lane, and not the Rye River as stated in the Masterplan. • States that flood run-off from new road in such a large area will have a huge impact on the Silleachan stream. <p><u>Glendale Pedestrian/Cycle Bridge</u></p> <p>The submission opposes the proposed pedestrian/cycle bridge to be constructed over the Canal and rail line to the Glendale residential estate and link the area to Leixlip village for the following reasons:</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Impact on privacy and security of residential homes. • Provide easy access to burglars. • Increase risk of vandalism from the bridge. • Bridge is offence to the residents of Glendale and Glendale Meadows who have invested time and money in the maintenance of the area over the years. • Serve no purpose to the residents of Glendale estate. • Will have an adverse effect on property values in the area. • Will have an adverse effect on flora and fauna in the area. <p><u>Foul Odour</u></p> <ul style="list-style-type: none"> • Submission refers to foul discharge outfalls which will be located directly opposite the Glendale estate (Doc No. 7 of Engineering Report). • States that it is unacceptable and solution will have to be found. <p><u>Utilities/Water</u></p> <p>Submission expresses concern in relation to water supply in the area due to the construction of an extra 1,600 houses.</p>
057	Confey Road Residents Association	<p><u>Western Road Upgrades</u></p> <ul style="list-style-type: none"> • The submission states that the Confey Road Residents Association do not accept Kildare County Council's proposed upgrade of the L1015 to facilitate the Confey Masterplan. • States that there are a number of pinch points on the road and some homes are very close to the road. • The existing road cannot cope with the current volume of traffic and there are tailbacks and congestion. • Refers to a one year road opening on the road to facilitate the proposal by Irish Water to bring a mains waste pipe down this road to facilitate the expansion of Maynooth. • Kildare County Council did not give support when residents requested a new mains water pipe to be installed.

Sub. No.	Name	Summary of Submission
		<p>Recommends the construction of a new road to take the traffic from Ongar and the new Confey development.</p>
058	Paul Cleary	<p><u>Western Road Upgrades</u></p> <p>The submission opposes the upgrade of the L1015 road for the following reasons:</p> <ul style="list-style-type: none"> • It is heavily congested at peak times and minor accidents cause long tail backs. • Upgrade will cause further congestion due to planned new housing development and its proposed connection to Ongar. • Upgrade is not going to increase Leixlip's ability to deal with increased traffic. • Pinch points on the road and dangerous bends. • Questions how the road widening will be accommodated. • States that the construction of a new straight unobstructed road through farmland would be a more cost effective and time effective solution. • Houses should not be built before the proper infrastructure is in place.
059	April Smith	<p><u>St. Catherine's Park road option</u></p> <ul style="list-style-type: none"> • States that the roads proposed on the plans are all listed as options and indicative lines and are just an afterthought by the planners and developers. • Submission refers to the Public Information Event held in Leixlip Library on the 18th January and states that none of the Council's representatives could confirm that Option 1 route was the most likely road to happen or say that the road infrastructure would happen before the development of houses and they were definite that nothing was planned for St. Catherine's Park. However, submitter states that there is an option listed on the Masterplan for the road through St. Catherine's Park. <p><u>Road Infrastructure</u></p> <ul style="list-style-type: none"> • The submission states that roads will not be built for 8-10 years and the building of houses is likely to occur in 6-12 months.

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		<ul style="list-style-type: none"> • States that most houses now have 2 cars which is likely result in 3,200 cars from the proposed development of 1,600 houses. • States that it is likely that in the absence of new road infrastructure, these cars will go to Cope Bridge and refers to the impact on the existing Cope Bridge which is a huge road safety concern. • Concern that Cope Bridge will not be widened. • States that the TII will not be paying for roads in Confey, which explains why the Council has not given a proper timeline for road upgrades as part of the Masterplan. • States that between 2016 and 2020, just 1% of the Kildare County Council's €592 million budget was allocated for community and public realm assets in the Celbridge and Leixlip Municipal District and only €4.5 million was actually spent during this period in both areas. <p><u>Captain's Hill Upgrade</u></p> <ul style="list-style-type: none"> • Submission opposes the installation of traffic lights at the River Forest and Glendale estates will virtually imprison residents in their estates. <p><u>Building Heights</u></p> <ul style="list-style-type: none"> • Submission opposes the development of 4-6 storey apartments instead of houses. Sstates that the Masterplan indicates that 4-5 storey buildings will be developed along the Canal, which is a beautiful amenity, and states that the builder might add 6-7 storey apartments and lead to a second Adamstown and bring its own anti-social problems. • States that apartments will not suit the already well-established residential houses in the Leixlip and Confey area. <p><u>Flooding</u></p> <ul style="list-style-type: none"> • Submission states that the Silleachan stream which flows into the Glendale estate comes from two streams in the Confey Masterplan area, the Oranstown stream and the Moor of Meath stream, which join the stream at Confey GAA and states that the stream joins the Liffey at Mill Lane, and not the Rye River as stated in the Masterplan. • States that flood run-off from new road in such a large area will have a huge impact on the Silleachan stream.

Sub. No.	Name	Summary of Submission
		<p><u>Glendale Pedestrian/Cycle Bridge</u></p> <p>The submission opposes the proposed pedestrian/cycle bridge to be constructed over the Canal and rail line to the Glendale residential estate and link the area to Leixlip village for the following reasons:</p> <ul style="list-style-type: none"> • Impact on privacy and security of residential homes. • Provide easy access to burglars. • Increase risk of vandalism from the bridge. • Bridge is offence to the residents of Glendale and Glendale Meadows who have invested time and money in the maintenance of the area over the years. • Serve no purpose to the residents of Glendale estate. • Will have an adverse effect on property values in the area. • Will have an adverse effect on flora and fauna in the area. <p><u>Foul Odour</u></p> <ul style="list-style-type: none"> • Submission refers to foul discharge outfalls which will be located directly opposite the Glendale estate (Doc No. 7 of Engineering Report). • States that it is unacceptable and solution will have to be found. <p><u>Utilities/Water</u></p> <p>Submission expresses concern in relation to water supply in the area due to the construction of an extra 1,600 houses.</p>
060	Bridget Moore	<p><u>Western Road Upgrades</u></p> <ul style="list-style-type: none"> • The submission supports the development of houses in Confey but states that the proper infrastructure, including schools, community facilities and road, must be put in place before any houses are built. • The submission refers to the development of a new orbital road from Ongar, which goes through various farms and then joins the L1015 Confey Road and continues to the narrow Kellystown lane.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • States that the road is too narrow to cater for all this traffic, unless it is substantially upgraded, which will mean some houses being severely impacted. • States that it is madness to upgrade this road and questions why the orbital route is not continued north of the L1015 through open farmland to Kellystown Lane, which will not impact existing properties.
061	William Poynton	<p><u>Building Height</u></p> <ul style="list-style-type: none"> • The submission states that to build 4-storey houses to west of Area R5 and R4 shows a complete lack of concern for the single-storey houses in this area and in reality is a threat to their continued viability. <p><u>Flooding</u></p> <ul style="list-style-type: none"> • The submission refers to the Strategic Flood Risk Assessment and states that under the heading of water courses (Figure 2-1) shows two water courses, the Moor of Meath and the Oranstown, joining the property at Confey Road. • States that there is a third stream that joins at this point from the east which drains Confey and into Fingal.
062	Grace Carew	<p><u>River Forest and Glendale/Newtown Pedestrian/cycle bridge.</u></p> <ul style="list-style-type: none"> • Height: Height of bridge, which will be located in a well-maintained green space that is used by residents in the surrounding area, will be significant and a blight on the landscape. • Lack of Privacy: Concern that those accessing the bridge will be able to see into residents' gardens/windows. • Loss of green space: Questions whether the proposal will require the removal of trees, vegetation, pathways and seating. • Anti-social behaviour: Scramblers and the like have become an issue in the area recently and concern that the proposed bridge will facilitate gatherings of nuisance behaviour. • Proximity to proposed Active Travel bridges at Cope Bridge: There shouldn't be a need for the bridge due to the upgrade of Cope Bridge which will incorporate both pedestrian and cycle access bridges.

Sub. No.	Name	Summary of Submission
		<p><u>Western Road Upgrades</u></p> <ul style="list-style-type: none"> • Submission refers to current traffic volumes at peak times. • Questions whether the new Orbital Road from M3-M4 via Hansfield to Kellystown Lane will be in place for Phase 1 of the development. <p><u>St. Catherine's Park Road</u></p> <ul style="list-style-type: none"> • States that there are serious concerns for residents in Leixlip that a road would be built through St. Catherine's Park as it is still showing on the Fingal County Development Plans. • Any road through St. Catherine's Park is strongly opposed by local residents and users of the Park. <p><u>Construction Traffic</u></p> <ul style="list-style-type: none"> • Questions how construction traffic will be managed and will an alternative route be provided for this traffic. <p><u>Confey GAA</u></p> <ul style="list-style-type: none"> • States that the location of Confey GAA is currently not showing on the map. • States that the club house and grounds are ideally located and were funded by existing Confey residents and would constitute a significant loss to the area if it were to be relocated. <p><u>Enhanced Train Station Connection</u></p> <ul style="list-style-type: none"> • States that car park at Confey station is too small and train users park their cars in the Glendale estate and surrounding areas. • Questions whether the new configuration of the existing railway station will increase car-parking spaces. <p><u>Captain's Hill Improvements</u></p> <ul style="list-style-type: none"> • States that it is important that the upgrade is commenced before development. • Questions whether there is scope to widen Captain's Hill. • Questions how the proposed signalling for junctions at Glendale and River Forest estates will effect current congestion and traffic accessing Captain's Hill.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Suggests removing parking bays and loading bays in Leixlip village. <p><u>Linear Park and Green Areas</u></p> <ul style="list-style-type: none"> • Submission questions how these green areas will be maintained and will there be a commitment from Kildare County Council to maintain these areas to a high standard. <p><u>Community Hub</u></p> <ul style="list-style-type: none"> • States that there is no firm commitment in the Masterplan for Kildare County Council to provide funding for this pool or schools. <p><u>Density and Building Heights</u></p> <p>The submission refers to proposal for development of 2-5 storey buildings and states that any new development should be sensitive to the existing landscape and buildings in the area.</p>
063	Andy Gibson	<ul style="list-style-type: none"> • Construction Traffic: Questions if there are roads being built to cater for construction traffic as Captain's Hill cannot be used. • Confey Church: Concern over protected structure status of Confey Church. • Leixlip Village: Lack of money being spent on Leixlip Village. • No mention of persons or persons with limited mobility in the Confey Masterplan. • Loss of 66A bus: which was invaluable for persons who cannot walk or hop on and off buses to the village and then wait for the buses on the C-spine. There is a need for a bus to Liffey Valley Shopping Centre and onto the southside of the city. • New DART: service is not suitable as it only facilitates Connolly or Pearse Stations. • Transport Hub: Refers to the proposed Transport Hub and questions what benefit it will be to the current residents. • Flooding: refers to risk of flooding and states that these fields flooded in the past and development of further dwellings would incur a greater risk of flooding in the area. • Confey GAA: Questions why Confey GAA is not indicated on the Masterplan as an existing amenity for the people of Confey and Leixlip. • Mistakes in Masterplan: Church not given its proper name.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Glendale Pedestrian/Cycle Bridge: Bridge will impact on residents' privacy and encourage anti-social behaviour. Kildare County Council have not maintained the green area where the bridge is proposed and it has been maintained by the Glendale Meadows Residents Association. • Captain's Hill: Difficult to exit the Glendale/Glendale Meadows at peak times and occurrence of traffic accidents. Situation will disimprove with the addition of more cars coming onto Captain's Hill and will affect the residents of the surrounding estates and residents and retailers in Leixlip Village.
064	Stan Gibson	<ul style="list-style-type: none"> • Construction Traffic: Questions if there are roads being built to cater for construction traffic as Captain's Hill cannot be used. • Confey Church: Concern over protected structure status of Confey Church. • Leixlip Village: Lack of money being spent on Leixlip Village. • No mention of disabled persons or persons with limited mobility in the Confey Masterplan. • Loss of 66A bus: which was invaluable for persons who cannot walk or hop on and off buses to the village and then wait for the buses on the C-spine. There is a need for a bus to Liffey Valley Shopping Centre and onto the southside of the city. • New DART: service is not suitable as it only facilitates Connolly or Pearse Stations. • Transport Hub: Refers to the proposed Transport Hub and questions what benefit it will be to the current residents. • Flooding: refers to risk of flooding and states that these fields flooded in the past and development of further dwellings would incur a greater risk of flooding in the area. • Confey GAA: Questions why Confey GAA is not indicated on the Masterplan as an existing amenity for the people of Confey and Leixlip. • Mistakes in Masterplan: Church not given its proper name. • Glendale Pedestrian/Cycle Bridge: Bridge will impact on residents' privacy and encourage anti-social behaviour. Kildare County Council have not maintained the green area where the bridge is proposed and it has been maintained by the Glendale Meadows Residents Association.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Captain's Hill: Difficult to exit the Glendale/Glendale Meadows at peak times and occurrence of traffic accidents. Situation will disimprove with the addition of more cars coming onto Captain's Hill and will affect the residents of the surrounding estates and residents and retailers in Leixlip Village.
065	Jeff Gibson	<ul style="list-style-type: none"> • Construction Traffic: Questions if there are roads being built to cater for construction traffic as Captain's Hill cannot be used. • Confey Church: Concern over protected structure status of Confey Church. • Lack of money being spent on Leixlip Village. • No mention of disabled persons or persons with limited mobility in the Confey Masterplan. • Loss of 66A bus: which was invaluable for persons who cannot walk or hop on and off buses to the village and then wait for the buses on the C-spine. There is a need for a bus to Liffey Valley Shopping Centre and onto the southside of the city. • New DART: service is not suitable as it only facilitates Connolly or Pearse Stations. • Transport Hub: Refers to the proposed Transport Hub and questions what benefit it will be to the current residents. • Flooding: refers to risk of flooding and states that these fields flooded in the past and development of further dwellings would incur a greater risk of flooding in the area. • Confey GAA: Questions why Confey GAA is not indicated on the Masterplan as an existing amenity for the people of Confey and Leixlip. • Mistakes in Masterplan: Church not given its proper name. • Glendale Pedestrian/Cycle Bridge: Bridge will impact on residents' privacy and encourage anti-social behaviour. Kildare County Council have not maintained the green area where the bridge is proposed and it has been maintained by the Glendale Meadows Residents Association. • Captain's Hill: Difficult to exit the Glendale/Glendale Meadows at peak times and occurrence of traffic accidents. Situation will disimprove with the addition of more cars coming onto Captain's Hill and will affect the residents of the surrounding estates and residents and retailers in Leixlip Village.

Sub. No.	Name	Summary of Submission
066	Rosaleen Toland	<p><u>River Forest and Glendale Pedestrian/Cycle Bridges</u></p> <p>Submission raises concerns about the proposed Newtown/Glendale bridge as follows:</p> <ul style="list-style-type: none"> • Will be an eyesore for residents and encroach on their privacy. • Negative impact on environment and recreation areas. • Questions the need for these bridges when it is proposed to locate two pedestrian/cycle bridges each side of Cope Bridge. <p><u>Building Heights</u></p> <ul style="list-style-type: none"> • Proposal to build 4/5 storey buildings in the new development is totally out of character with the rural aspect of the area and would spoil the landscape. • Suggests a limit to be put on the height of the buildings. <p><u>Confey GAA</u></p> <ul style="list-style-type: none"> • Questions the need to move the Confey GAA club from its present site. • States that the Club was funded by the local community in 1989 and is accessible to young and old at its present location. • Opportunity to expand new club membership with new residents of Confey. • Suggests that the Club is left in its current location. <p><u>Captain's Hill Upgrade.</u></p> <ul style="list-style-type: none"> • Captain's Hill is an exceptionally busy road at peak times and can be very difficult to exit from existing estates. • Any construction traffic on this road would cause further delays. • Plans to widen Captain's Hill and Kellystown Road do not seem to have taken into account that both roads are very narrow in places and may prove impossible to widen. <p><u>St. Catherine's Park</u></p> <ul style="list-style-type: none"> • States that there is still serious concerns that a road would be built through the Park even though Fingal County Council voted to remove this option from their County Development Plan.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Local residents will strongly oppose any road through the park. <p><u>Landscaping and Green Areas</u></p> <ul style="list-style-type: none"> • Vital that necessary steps will be taken to minimise the loss of hedgerows, trees, etc during construction and as much as possible re-instated as local residents have spent a lot of time and money creating positive improvements to recreational and green areas over the years. • Questions who will fund the maintenance of green areas as there is currently a difficulty in getting funding from Kildare County Council parks department
067	Sean Buckley	No submission attached.
068	Mary Corrigan	<p><u>Glendale Pedestrian/Cycle Bridge</u></p> <ul style="list-style-type: none"> • Opposes Confey Masterplan • A new footbridge in the quiet Glendale Meadows estate will impact on privacy, the security of homes and will cause a risk of vandalism from the bridge. It is offensive and will impact on wildlife. • It will be an eyesore. <p><u>Captain's Hill/entrances to Glendale and River Forest.</u></p> <ul style="list-style-type: none"> • The submission opposes the traffic lights at the entrance to Glendale and River Forest estates which will cause delays. <p><u>Building Height</u></p> <ul style="list-style-type: none"> • Submission opposes 1600 houses going into Confey as this will be a nightmare for the residents of Glendale area. • 4/5 storey apartments will not suit the well-established residential houses in the Leixlip and Confey area. • Would be better to have money invested back into Leixlip town. • Plans for extra houses must not have an adverse effect on the residents of Confey and Glendale Meadows. • Put in correct infrastructure and only then let the builders build their houses.

Sub. No.	Name	Summary of Submission
069	Lorraine Fitzgerald	<p><u>Newtown/Glendale and River Forest Pedestrian/Cycle Bridges</u></p> <p>Concerns on the proposed location of the bridge for the following reasons:</p> <ul style="list-style-type: none"> • Height of proposed bridge will be significant and will be a blight on the landscape. • Location of bridge in a well-maintained green space used by residents of the surrounding areas. • Questions the effect on the current privacy of residences – will those accessing the bridge be able to see into residents’ gardens and windows. • Questions whether the bridge will fit into the existing landscape or will it require the removal of trees and flower beds. • The area contains seating and pathways which were funded by the local residents and is a well-used and well-loved amenity. • New bridge will encourage anti-social behaviour, which has become an issue in the area recently. • Scrambler bikes and the like have become an issue in the area. • Will the bridge facilitate gatherings of nuisance behaviour. • The DART+ West expansion project will facilitate two pedestrian/cycle bridge each side of Cope Bridge. <p><u>Western Road Upgrades</u></p> <ul style="list-style-type: none"> • Current infrastructure is inadequate to cope with current traffic volumes especially during peak times and weekends. <p><u>Orbital Route between M3 and M4</u></p> <ul style="list-style-type: none"> • Submission questions whether the new orbital road be in place for Phase 1 of the development of Confey. <p><u>St. Catherine’s Park</u></p> <ul style="list-style-type: none"> • Submission states that there are concerns for local residents that the road will be built through St. Catherine’s Park as it is still showing on the Fingal County Development Plans.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Any road through St. Catherine’s Park remains unwelcome and is strongly opposed by local residents and St. Catherine’s Park users. <p><u>Construction Traffic</u></p> <ul style="list-style-type: none"> • Submission questions how construction traffic will be managed and will an alternate route be provided for this traffic. <p><u>Enhanced Train Station Connection</u></p> <ul style="list-style-type: none"> • Submission states to the small volume of carparking spaces at Confey Station to deal with commuters using the Station, which causes them to use the Glendale estate and surrounding areas for parking. • New configuration of the Station should include an increase in carparking spaces. <p><u>Captain’s Hill Improvements</u></p> <ul style="list-style-type: none"> • Suggests that improvements to Captain’s Hill should take place before housing development as the road is narrow and is seriously congested in recent times. • Questions if there is scope to widen Captain’s Hill. • Questions how the proposed signalling at junctions to Glendale and River Forest estates will effect the current congestion and traffic accessing Captain’s Hill. • Suggests that there is scope to widen Leixlip village end by removal of loading bays and roadside parking. <p><u>Linear Park and Green Spaces</u></p> <ul style="list-style-type: none"> • Questions how they will be maintained and if there will be a firm commitment from Kildare County Council to maintain these areas to high standard. <p><u>Community Hub</u></p> <ul style="list-style-type: none"> • States that there is no commitment in the Masterplan for Kildare County Council to fund the pool or schools. <p><u>Density and Building Height Strategy</u></p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Refers to proposal for 2-5 storey buildings in the Confey development area and states that any new development should be sensitive to the existing landscape and buildings in the area. • They should be in character with the area and not a blight on the landscape. <p><u>Consultation with planners</u></p> <p>Submission states that would be of great benefit for those who have gone to great lengths in making their submission to KCC to have an opportunity to meet with planners and get some clarity on how KCC will address their concerns</p>
070	Susan Dundon	<p><u>Traffic Congestion</u></p> <p>The intended road improvements, traffic flow issues and backlogs of traffic at cope bridge will not be addressed prior to allowing phase 1 of the overall development (1000 houses / 1500 cars). Currently there is significant traffic issues for the residents of Confey, particularly at peak time, and any development would be premature pending these issues being addressed.</p> <p><u>Impact on Residential Amenity</u></p> <p>Their dwelling is near the overall development and will have a negative impact in terms of light and noise.</p> <p><u>Drainage</u></p> <p>The overall development will only exacerbate drainage issues.</p>
071	Ann Field	<p><u>Flooding</u></p> <p>Development is being built on a known flood plain.</p> <p><u>St. Catherine's Park</u></p> <p>Fingal CC continue to identify a road through KCC land at St. Catherine's Park, which should be removed.</p>

Sub. No.	Name	Summary of Submission
		<p><u>Pedestrian Bridges at Glendale and River Forest</u></p> <p>The 2 proposed pedestrian bridges will have a negative impact on green space in the Glendale and River forest housing estates and will be excessive in size and scale. Cyclists can travel from Cope bridge along the roads already in place. Widen Shiliceain Lane to accommodate cyclists, if necessary.</p> <p><u>Western Road Upgrades/Kellystown Lane</u></p> <p>Kellystown Lane needs to be widened and a speed limit should be enforced. The one-way bridge which is protected, can be bypassed by splitting the road around it, and leaving the bridge in situ.</p> <p><u>Confey GAA Club</u></p> <p>Why is it not identified as part of the plans.</p> <p><u>Public Transport and Car-Parking at Confey Station</u></p> <p>Extra facilities should be provided to enable bicycles to be left at the train station.</p> <p>Car-parking should be provided at the open field across the canal from Confey train station. Provide a foot bridge over the canal and link to the existing foot bridge from platform 1 to platform 2. A lift at the train station would be extremely beneficial. They are already in place at stations along the Maynooth line.</p> <p><u>Traffic issues at Captain's Hill</u></p> <p>Captain's Hill needs widening if it is to take extra traffic, specifically there is a problem at the junction of Main Street and Captain's Hill for traffic turning left toward N4.</p> <p><u>Pedestrian access to the Castletown Estate</u></p>

Sub. No.	Name	Summary of Submission
		<p>When the N4 was constructed, it essentially cut off pedestrian access to Castletown Estate, via Leixlip Gate, which had been in place for over a century. KCC should ensure this right of way is in place on future plans for this area.</p> <p><u>Phasing</u></p> <p>Build the proposed facilities and infrastructure before the housing. Ensure the estates and roads have good suitable names that will have a bearing on their surroundings.</p> <p><u>Water</u></p> <p>Put a filter on water pipes at source and before they go into housing estates.</p>
072	Aidan Jordan	<p><u>Phasing</u></p> <p>The timeline for completion of work on Cope Bridge is during the construction of Phase 1a or 2 years after - this will mean that pedestrians and cyclists may have to continue using Cope Bridge before it is upgraded.</p> <p><u>Western Road Upgrades/Road Infrastructure</u></p> <p>Area R1 will border the L1015 road and to travel to the R148 you will have to continue along Kellystown Lane L1014. There is no map available to explain how this road is to be upgraded to provide a “clear zone” as recommended in the Road Transport Ireland Forgiving Road Document.</p> <p>The junction of L1015 and L5051 Moor of Meath Road at development area R1 will need upgrading, there is no information in the plan or drawings of how this junction will be made safer.</p> <p>Kellystown Bridge on the L1014 is a protected structure with a weight restriction. No drawing of plans to upgrade Kellystown Road Bridge have been provided, which is part of chosen route option 1 to provide access to Confey Masterplan area.</p>

Sub. No.	Name	Summary of Submission
		<p>No mention of a timeline for upgrade of Kellystown Lane L1014. A Safer Roads Approach will require the necessary upgrade of L1015 and L1014 Kellystown Lane including Kellystown Bridge alterations to provide a “Clear Zone” that will protect cyclists and pedestrians <u>before</u> the commencement of any construction in the Confey Masterplan area.</p> <p>Option 4 in the the Road Option Assessment should be looked at again.</p>
073	Niall Sargent	<p><u>Phasing</u></p> <p>Upgrading of infrastructure will not happen until after development commences, there is currently no capacity for construction traffic or additional houses through Cope Bridge, Captains Hill or through Leixlip Village.</p> <p><u>Road Infrastructure</u></p> <p>There are existing significant traffic issues within Leixlip.</p> <p><u>Confey GAA</u></p> <p>There should be no housing development along the canal but instead develop the lands to be used for recreation for aLL of Confey.</p> <p><u>Pedestrian/ Cycle Bridge at Glendale</u></p> <p>Foot bridge through Glendale Meadows would be an eye sore, sounds environmentally friendly but ignores the main issue of no proper road/footpath infrastructure links in the plan.</p> <p><u>Infrastructure</u></p> <p>The existing community and infrastructure is not addressed.</p>
074	Tom Dredge	<p><u>Building height and Location</u></p>

Sub. No.	Name	Summary of Submission
		<p>No buildings higher than 3 storeys should be built, if higher buildings are to be built, then it would be highly desirable to erect them at the rear of the site to minimize their overpowering visual aspect.</p> <p>Any new housing should be kept at a distance from the Royal Canal with green space retained in between.</p> <p><u>Newtown Glendale Bridge and St. Catherine's Park</u></p> <p>The Glendale pedestrian bridge would be visually abhorrent, would intrude on people's privacy and would have the potential to lead to anti-social behaviour.</p> <p>Preferred option is to have a crossing of the railway and canal at a point where it connects direct into St. Catherine's Park, as there will be a pedestrian/cyclist path along the Royal Canal to facilitate this.</p> <p><u>Confey GAA</u></p> <p>The proposal to relocate the GAA Club and Grounds to the Northwest corner of the site is unacceptable, would be detached from the Confey Cemetery and would be reliant on car to gain access.</p> <p><u>Infrastructure</u></p> <p>Traffic is already significant down Captain's Hill and the proposed development would add to this problem.</p> <p><u>Confey Station - Parking</u></p> <p>Confey Train Station has a very small car park. There is no reason to assume that more people will access Confey train station by pedestrian / cycling methods even with the provision of extra pedestrian/cycle routes.</p> <p><u>General Comments – Natural Heritage</u></p>

Sub. No.	Name	Summary of Submission
		<p>Impact on flora and fauna should be minimised.</p> <p>Inclusion of allotments in the plan is very welcome and should be made an option for all residents of Confey.</p>
075	Norah Blount	<p><u>Pedestrian Bridges at Glendale and River Forest</u></p> <p>The development of pedestrian bridges would have an adverse impact on biodiversity in the area.</p> <p><u>Housing Mix</u></p> <p>Good quality bungalows with garden for older residents would enable larger family homes to be freed up.</p> <p><u>Sustainable Transport</u></p> <p>The 66a bus service has been lost and there is a lack of demand for bicycles.</p>
076	Gerry Colton	<p><u>Road Infrastructure/POWSCAR</u></p> <p>Census 2016 was used (as well as estimates) to feed into the traffic metric modelling for the Master Plan. Does Covid or other factors materially affected these numbers enough to require revisiting?</p> <p>No firm timescales for major road initiatives such as the Captains Hill upgrade, Cope Hill upgrade and orbital route north of Newtown linking Barnhill to Kellystown Lane. They must be progressed before any house building takes place.</p> <p><u>St. Catherine's Park</u></p> <p>Route through St. Catherine's Park is still identified within the Fingal County Development Plan and should be removed to alleviate local concerns.</p> <p><u>Confey Rail Station</u></p>

Sub. No.	Name	Summary of Submission
		<p>Master Plan does not reflect details of proposals for the plan to upgrade Confey rail station. An understanding of the revised station configuration, car parking facilities and general access to and from the station, for all modes of transport, would have been very useful to review alongside the Master Plan.</p> <p><u>Strategic Flood Risk Assessment</u> Neither flooding in the Meadows and substantial water build up in St Catherines Park have been specifically noted in the SFRA (Table 4.1). Can KCC confirm if they have carried out the required level of computer modelling to assess the effect of flooding.</p> <p><u>Newtown Glendale Pedestrian/Cycle Bridge</u> Height and scale of the bridge will have a negative visual impact in and around the Glendale area. Construction phase would cause serious disruption for both pedestrians and vehicular traffic and have negative implications on adjacent green areas in Glendale.</p> <p>Houses in the general vicinity of the Bridge will have their privacy compromised and lead to anti-social behaviour. Upgrades to cope Bridge should be the sole focus.</p> <p><u>Character Area MU2 – Confey GAA</u> No mention of an alternative site for Confey GAA. The delivery of residential units is being prioritised and given a greater focus than the provision of amenities.</p> <p><u>Newtown Area Maintenance</u> Maintenance of the site will be KCC’s responsibility and from past experience this will require a very active residents association.</p> <p><u>Engineering Report</u> What is the purpose of the 3 ‘outfalls’ shown on Page 27? What is the route and termination point of the ‘Irish Water Foul Sewer’?</p>

Sub. No.	Name	Summary of Submission
		<p>Quite a few 'Detention Basins' and a 'Storm Pond' outlined on pages 22/23 of report, particularly on the southern end of Newtown. Does this reflect a concern around dealing with an extended period of adverse weather?</p> <p><u>Captains Hill</u> In keeping with other priority areas like Cope Bridge and Confey Train Station, it is critical that the junction upgrades for Riverforest and Glendale are completed before any house construction takes place. The junction at the bottom of Captain's Hill needs to be addressed.</p> <p><u>Cycling / Pedestrian Infrastructure</u> Difficult terrain for cyclists around Captain's Hill and don't see the need for a substantial expansion of cycling infrastructure beyond the Master Plan area.</p>
077	Uisce Éireann	See Section 4 of the Chief Executive's Report
078	Carolyn Lawlor	<p><u>Western Road Upgrades</u></p> <p>Against the proposed upgrade of the Confey Road, L1015.</p>
079	Brendan Kearney	<p><u>Phasing</u></p> <p>Imperative that improvements to the road, cycle route and pedestrian networks are made in advance of the different phases of development. The Masterplan is not clear enough in this respect. Section 4.2 of the Masterplan should be clearer, specifically the upgrade of Cope Bridge and outline the requirement for the upgrade to include two-way traffic before the development of the Confey land commences. The phasing table also needs to be clearer on the requirement for upgrades to the L1015 and L1014 including a two-way traffic bridge over the Rye River before the development of the Confey lands commences.</p>

Sub. No.	Name	Summary of Submission
		<p><u>Cycleways – Distillery Hill & Silleachan Lane</u> The Safe Cycle infrastructure routes take in Distillery Hill and Silleachan Lane, both of which have gradients that are unrealistic for ordinary cyclists. Routes with less severe gradients need to be located.</p> <p><u>Road Infrastructure</u> Before any new development of the lands in Confey takes place it is vital that Cope Bridge is upgraded to facilitate two-way traffic.</p> <p>Improving the existing roads towards the western side of Leixlip and to the east towards Lucan are key.</p> <p><u>Western Road Upgrades</u> The Strategic Transport and Mobility Report outlines Western Route Road options and an option 1 to connect the Confey development lands to the R148 (west of Intel) via the L1015 and L1014. These road improvements need to include a two-way traffic bridge over the Rye River, either an improvement or replacement of the existing Kellystown bridge.</p>
080	Georgina Sherlock	<p><u>Pedestrian Bridges at Glendale and Riverforest</u> The maximum height of this bridge will elevate to potentially 26ft to clear the railway line and will encroach on the privacy on neighbouring properties.</p> <p>It will have a negative visual impact, destroy the existing amenity value of the green space, and negatively impact biodiversity.</p> <p>Facilitate anti-social behaviour.</p> <p>The upgrading of Cope Bridge incorporates both pedestrian and cycle access. No requirement for additional bridges which are within circa 150 metres of Cope Bridge.</p> <p><u>Community Hub</u></p>

Sub. No.	Name	Summary of Submission
		<p>There is no firm commitment within the Masterplan for KCC to provide funding for a pool or schools.</p> <p><u>Density & Height</u> Five storey buildings are out of character with the area and will set a dangerous precedent for future expansion in the greater Leixlip area.</p> <p><u>Western Road Upgrades</u></p> <ul style="list-style-type: none"> • Existing infrastructure is inadequate to cope with current traffic volumes especially for residents accessing their homes from • Riverforest (and Glendale) onto Captains Hill. • Kellystown Lane is very narrow with a one-way bridge that may prove impossible to widen. <p><u>Northern Orbital Route</u> It is vital that this New Orbital Route Road from M3 to N4 via Hansfield to Kellystown lane be in place for Phase 1 of the Development.</p> <p><u>St. Catherine's Park</u> There are still serious concerns in Leixlip that a road would be built through St. Catherine's Park as it still on showing on the Fingal County Development Plans.</p> <p><u>Captains Hill Improvements:</u> Vital that improvements for Captains Hill are completed before any part of this new housing development is built.</p> <p>The proposed signalling for junctions at both Glendale and Riverforest will be challenging for those trying to exit onto Captains Hill.</p>

Sub. No.	Name	Summary of Submission
		<p>Construction traffic should not use Captains Hill as a route due to the current volume of traffic, safety concerns and major delays on this route.</p> <p><u>Confey Train Station Connection</u> The proposed plans should increase carparking spaces and make it viable logistically and financially for people to use these spaces.</p> <p><u>Confey GAA</u> The clubhouse and grounds have been removed and replaced with a housing development which is not acceptable.</p> <p><u>Linear Park and green areas</u> Concerns around the future management and maintenance of amenities within the New Development.</p> <p><u>Wind Turbines</u> There is a number of wind turbines shown on the Map at the Northern end of this New Development. These turbines present health and safety issues according to recent publications by the “National Library of Medicine” and other public bodies.</p>
081	Mick Croke	<p><u>Pedestrian/Cycle Bridges – Glendale</u> There is currently access to the Mill Lane via the Silleachain Lane (SL). In its existing state it would not accommodate the increased numbers of cyclists and pedestrians envisaged in the Plan and would probably have to be widened. Also, the stretch from St. Mary’s Park to the Mill Lane is quite steep and would prevent many cyclists from cycling up the SL from the town.</p> <p>The proposed new bridges and any changes to the SL will impact on existing green spaces in the Glendale Meadows, Glendale, Newtown, Avondale, and St. Mary’s Park estates. Alternative proposals should be submitted.</p>

Sub. No.	Name	Summary of Submission
082	Dr. Fearon Cassidy	<p><u>Traffic</u> Zero capacity for increased housing development due to current unacceptably high traffic levels in the Captain's Hill area.</p> <p>The plan to link to the N3 via Kellystown is unacceptable.</p> <p><u>Confey Train Station:</u> Insufficient parking and will not cater for all additional trips. Fast buses to high density employment areas should be looked at.</p> <p><u>Leixlip Village</u> No development should be permitted without a significant contribution to Leixlip village and ensure that it not be in a consistent state of stalled traffic.</p> <p><u>Pedestrian Bridges – Glendale and River Forest</u> The proposed pedestrian bridges would be an eyesore. It is accepted that both pedestrian bridges would bring improved access to the Louisa Bridge side of town. These bridges would have a detrimental impact on the existing natural and historic heritage of the area. Children's safety is also a concern.</p> <p><u>Cope Bridge</u> No information regarding the traffic lights (or lack of) for the bridge. The current system ensures slow driving over the bridge as cars generally stop at the traffic lights before crossing. Many people drive far too fast on the Dunboyne Road and if they turn on to Cope Bridge without slowing properly to cross a narrow two-way bridge, this would be a high risk for traffic accidents in an area. It is also unclear how these would connect to the tow path and how safe road crossing would be introduced on the Dunboyne Road for people from the proposed housing developments to access Confey station.</p> <p><u>Community Hub - Amenities</u></p>

Sub. No.	Name	Summary of Submission
		<p>Inappropriate location for a pool. A pool within Leixlip village on the riverside where there are derelict properties being acquired by the council would be a superior location.</p> <p><u>Natural Environment</u> A narrow strip of a managed park area does not replace an expansive natural setting for flora and fauna.</p> <p><u>Leixlip Village</u> There needs to be investment in the village prior to additional housing being provided. The proposed development is not integrated with the village and would exacerbate community separation.</p>
083	Rory O'Meara	<p><u>Pedestrian Bridges at Glendale and Riverforest</u></p> <ul style="list-style-type: none"> • The maximum height of this bridge will elevate to potentially 26ft to clear the railway line and will encroach on the privacy on neighbouring properties. • It will have a negative visual impact, destroy the existing amenity value of the green space, and negatively impact biodiversity. • Facilitate anti-social behaviour. • The upgrading of Cope Bridge incorporates both pedestrian and cycle access. No requirement for additional bridges which are within circa 150 metres of Cope Bridge. <p><u>Community Hub</u> There is no firm commitment within the Masterplan for KCC to provide funding for a pool or schools.</p> <p><u>Density & Height</u> Five storey buildings are out of character with the area and will set a dangerous precedent for future expansion in the greater Leixlip area.</p>

Sub. No.	Name	Summary of Submission
		<p><u>Western Road Upgrades</u> Existing infrastructure is inadequate to cope with current traffic volumes especially for residents accessing their homes from Riverforest (and Glendale) onto Captains Hill.</p> <p><u>Orbital Route</u> It is vital that this New Orbital Route Road from M3 to N4 via Hansfield to Kellystown lane be in place for Phase 1 of the Development.</p> <p>Kellystown Lane is very narrow with a one-way bridge that may prove impossible to widen.</p> <p><u>St. Catherine's Park</u> There are still serious concerns in Leixlip that a road would be built through St. Catherine's Park as it still on showing on the Fingal County Development Plans.</p> <p><u>Captains Hill Improvements:</u> Vital that improvements for Captains Hill are completed before any part of this new housing development is built.</p> <p>The proposed signalling for junctions at both Glendale and Riverforest will be challenging for those trying to exit onto Captains Hill. Construction traffic should not use Captains Hill as a route due to the current volume of traffic, safety concerns and major delays on this route.</p> <p><u>Confey Train Station Connection</u> The proposed plans should increase carparking spaces and make it viable logistically and financially for people to use these spaces.</p> <p><u>Confey GAA</u></p>

Sub. No.	Name	Summary of Submission
		<p>The clubhouse and grounds have been removed and replaced with a housing development which is not acceptable.</p> <p><u>Linear Park and green areas</u> Concerns around the future management and maintenance of amenities within the New Development.</p> <p><u>Wind Turbines</u> There is a number of wind turbines shown on the Map at the Northern end of this New Development. These turbines present health and safety issues according to recent publications by the “National Library of Medicine” and other public bodies.</p>
084	Helen Dredge	<p><u>Phasing</u> Captain’s Hill traffic issues should be addressed before any houses are occupied.</p> <p>Cope Bridge as it stands will not cope with development of land to the north of the railway bridge. And yet, it is only at Phase 1b of the infrastructure plan, that Cope Bridge will be upgraded. Cope Bridge upgrade needs to precede any development.</p> <p>It is only at phase 3 and phase 4 that new primary and secondary schools are proposed. This infrastructure should be in place prior to any houses being occupied.</p> <p><u>Traffic Issues</u> The blocking of access routes to and from Leixlip will become a massive problem with any projected increased population in the Confey area. Access to businesses in Leixlip will become more difficult.</p>

Sub. No.	Name	Summary of Submission
		<p>Further pressure will be created on the L1015 and the R149, which are already totally unsuitable for heavy traffic, with drivers seeking an alternate way to access public amenities via these narrow rural roads.</p> <p><u>Building Heights</u> 4/5 storey buildings are completely inappropriate at this rural location.</p> <p><u>Cycle & Pedestrian Bridges – Glendale and River Forest</u> Currently serious concerns regarding infrastructure and anti-social activities occurring in Glendale Meadows, which would only be exacerbated by increased access via proposed pedestrian bridges from the proposed development.</p> <p>The sewage pipeline which runs along the boundary of Glendale Meadows in St Catherine’s Park, was given permission by Kildare County Council as an infrastructure project. It enters the park just inside the Kildare boundary, close to the Dublin boundary. Could access to the park, for pedestrians and cyclists, follow this same route and find its way directly into the park at this point, avoiding entering Glendale Meadows at all.</p> <p>The footbridge is a significant structure and would have a negative impact on residential amenities in the immediate vicinity.</p> <p>The area around the possible location of the footbridge is a well-maintained green area with mature trees. Increased traffic of cyclists, scooters and more will detract from this ecological habitat.</p> <p><u>Amenities - GAA</u> Will Confey GAA be catered for as part of the development? Will a swimming pool be finally delivered for Leixlip or is it just an aspiration?</p> <p><u>Car-Parking – Train Station/Park and Ride</u> Will the plan for the park and ride deal with the issue of scant parking in Confey, and be convenient for all residents, new and existing?</p>

Sub. No.	Name	Summary of Submission
		<p><u>St. Catherine's Park</u> The possible siting of a major connector between the M3 and M4, running right through the Kildare County Council's lands of St Catherine's Park was previously proposed. The promise of transferring all lands zoned Amenity and Open Spaces to Kildare County Council is a concern for residents due to previous experiences with Kildare County Council.</p>
085	Pauline McCarthy	<p><u>CYCLE PATH between Newtown Park and Avondale Estate</u></p> <ul style="list-style-type: none"> • Already significant anti-social activities with quad bikes, e-scooters and motorcycles speeding along the pedestrian path and over the green space, which will only be exacerbated. • Negative impact on residential amenities of dwellings in the vicinity of the cycle path. • Negatively impact on existing users of the path who would have to dodge cyclists. • Proposed path would go through the only green space for Newtown and Avondale children to play. • Runs directly past the front gardens of 'sheltered' homes. • The path would continue on the pedestrian path which leads out onto an already vastly over congested and busy road on Captain's Hill, Confey. • A cycle path is not needed or welcomed through a residential area and especially not when it runs along a public road. There is no benefit to cyclists cutting out onto Captains Hill. <p><u>Phasing/Traffic Issues</u></p> <p>There are already serious traffic issues along Captain's Hill and the addition of 1770 houses will lead to more vehicular congestion and impact on pedestrian safety.</p> <p><u>Amenities - social</u></p> <p>There is unlikely to be enough doctors and dentists etc to provide health services for 1770 more houses. We don't have enough health care facilities or the staff to man these facilities.</p>

Sub. No.	Name	Summary of Submission
		<p>The road infrastructure and the proposed roads will not be sufficient or are practical in providing capacity for more vehicles and footpaths.</p> <p><u>Leixlip Main Street</u></p> <p>Many derelict buildings along Main Street, which should be addressed and a lack of car-parking.</p> <p><u>Surface Water to flow down Silleachain Stream</u></p> <p>The water from the new houses has to go somewhere but is it envisaged that Silleachain stream can accommodate this water without flooding at Mill Lane.</p> <p><u>Leixlip Castle</u></p> <p>No development should occur at Leixlip Castle.</p>
086	Ciara Conway	<p><u>Phasing</u></p> <p>There are currently serious infrastructure issues in the Leixlip area. The proposed housing development would only exacerbate these issues and should not commence until the Cope bridge is upgraded and the Dart service has been upgraded.</p> <p><u>Nothern Orbital Road Infrastructure</u></p> <p>The proposed link road, which seems to be the preferred option, will create an increase in traffic on the L1015 creating future congestion. This road will not be able to cope with this extra traffic.</p> <p><u>Natural Heritage</u></p> <p>This development will remove mature trees, hedgerows, and fields. There needs to be a commitment from the council and developers that new developments will have landscaped areas with trees and shrubs and will be well maintained in the future.</p> <p><u>Pedestrian Bridges – Glendale and River Forest</u></p>

Sub. No.	Name	Summary of Submission
		<p>The scale of these bridges will negatively impact on the surrounding residents by overlooking their existing homes. The Glendale Meadows bridge is suggested to go over the residential road to join with Silleachan Lane. This bridge will be unsightly and affect the existing skyline. There is also the issue of safety for pedestrians and cyclists along Silleachan Lane.</p> <p><u>Confey GAA & Amenities</u></p> <p>Locating Confey GAA further away from current residents is not in the community's best interests. There needs to be a commitment from the council to look at further new amenities considering the increase in residents the plan will bring, such as a swimming pool.</p> <p><u>Building Height</u></p> <p>The scale of the 5-story building / apartments planned is out of context and would have a detrimental impact on the residents of Glendale and Riverforest.</p>
087	Bernie Delaney	<p><u>Phasing</u></p> <p>In proposing a new development consideration should be given to the infrastructure required to support this development and this should be carried out in advance or at least in tandem with the construction of new houses.</p> <p><u>Pedestrian Bridge - Glendale</u></p> <ul style="list-style-type: none"> • The Newtown Glendale Bridge is putting a bridge in a green space that is used by the residents. • The proposed height will encroach on residents impacting their privacy as well as being visually monstrous and impacting residential amenities through noise. The upgrade of Cope Bridge should cater for pedestrians and cyclists, the proposed pedestrian bridges are unnecessary. <p><u>Building Height</u></p>

Sub. No.	Name	Summary of Submission
		<p>5-storey buildings are out of context.</p> <p><u>Infrastructure - Social</u></p> <p>Lack of GP services and school places.</p> <p><u>Confey GAA</u></p> <p>Are we to lose this vital amenity.</p> <p><u>Parking Spaces at Confey Rail Station</u></p> <p>Lack of parking spaces to facilitate rail improvements.</p>
088	Fran Deffew & Joan Keenahan	<p><u>Road Infrastructure</u></p> <p>Traffic congestion in the area is already an issue. The building of a new link road to the north of Confey while funnelling traffic away from Leixlip itself, will likely lead to a bottleneck further along the proposed route to link to the M4.</p> <p>The proposed route through Kellystown Lane will bottleneck unless substantial upgrade works are undertaken, including the upgrade of the bridge that crosses the Rye River.</p> <p><u>Rail Infrastructure</u></p> <p>The Dart West upgrade will not cater for the increase in population. Needs to be assurances that the increase in population will be catered for by an increase in public transport infrastructure.</p> <p><u>Open Space</u></p> <p>The proposed plan will see a large amount of open agricultural land becoming residential, there should be large areas of green space allocated to offset this destruction of land.</p> <p><u>Confey Castle</u></p> <p>Proper conservation of the tower itself must be paramount as part of any proposal.</p>

Sub. No.	Name	Summary of Submission
		<p><u>Confey GAA</u></p> <p>Is there sufficient allocation of pitches to accommodate the increased numbers of people.</p> <p><u>Urban Sprawl</u></p> <p>Once building starts on north side of Cope Bridge it has the potential to sprawl, what plans, if any, are in place to ensure that this doesn't happen?</p> <p><u>Natural Heritage</u></p> <p>Local wildlife will be drastically impacted by the loss of habitat. The area earmarked for development contains areas of land prone to flooding.</p>
089	Pauline McCarthy	<p><u>CYCLE PATH to run between Newtown Park and Avondale Estate.</u></p> <ul style="list-style-type: none"> • Public safety will become a significant issue. Residents already have a huge problem with quad bikes, e-scooters and motorcycles speeding along the pedestrian path and over the green space. This issue will be exacerbated by a new cycleway. • The proposed path would go through the only green space for Newtown and Avondale children to play. Run directly past the front gardens of 'sheltered' homes which house mainly elderly people some of whom have mobility issues. • A cycle path is not needed or welcomed when it is running along a public road. • The plans should propose a cycleway along the Main Street to help revitalise the Main St by stopping to eat there. • Newtown Park have expressed similar concerns and also dismay that the cycle path is not clearly marked in the online maps but only visible on inspection in the Library.
090	Briega Hearty	<p><u>Pedestrian Bridge at Glendale & River Forest</u></p> <p>The proposed pedestrian bridges will encroach on people's privacy and are visually obtrusive.</p> <p>Green recreational areas will be destroyed, and the development will facilitate anti-social behaviour.</p>

Sub. No.	Name	Summary of Submission
		<p>Cope Bridge, which is located 150 metres from the pedestrian bridge, incorporates both pedestrian and cycle access.</p> <p>Another pedestrian bridge is going into a recreational area within River Forest and again will pose the similar issues as the bridge in Glendale/Newtown.</p> <p><u>Western Road Upgrades</u></p> <p>Existing infrastructure is inadequate to cope with current traffic volumes with residents and visitors experiencing major delays particularly on weekdays.</p> <p>It's vital that this New Orbital Route Road from M3 to N4 via Hansfield to Kellystown lane be in place for Phase 1 of the Development. However, Kellystown Lane is very narrow with a one-way bridge and may prove impossible to widen for various reasons.</p> <p><u>St. Catherine's Park</u></p> <p>Still serious concerns in Leixlip that a road would be built through St. Catherine's Park as it still on showing on the Fingal County Development Plans.</p> <p><u>House Construction Traffic</u></p> <p>Construction traffic should not use Captains Hill.</p> <p><u>Confey GAA</u></p> <p>Confey GAA is not shown on the Map and is shown replaced with a housing development.</p> <p><u>Wind Turbines</u></p> <p>There is a number of wind turbines shown on the Map at the Northern end of this New Development, which pose a health and safety concern according the "National Library of Medicine" and other public bodies.</p> <p><u>Confey Station - Parking</u></p>

Sub. No.	Name	Summary of Submission
		<p>There should be an increase in car-parking spaces.</p> <p><u>Captains Hill Improvements</u></p> <p>It's vital that any improvements for Captains Hill are completed before any part of this new housing development is built.</p> <p><u>Parks</u></p> <p>The current upkeep of existing green areas and Parks in Leixlip leaves a lot to be desired.</p> <p><u>Community Hub</u></p> <p>There is no firm commitment within the Masterplan for KCC to provide funding for this pool. There is no commitment for funding in place for schools.</p> <p><u>Density & Building Heights Strategy</u></p> <p>5-storey buildings are excessive in height at this location and set a dangerous precedence.</p> <p><u>Conclusion</u></p> <p>Would like an opportunity to meet with planners and get some clarity on how KCC will address their concerns.</p>
091	Theresa Hynes	<p><u>CYCLE PATH to run between Newtown Park and Avondale Estate.</u></p> <ul style="list-style-type: none"> • Public safety will become a significant issue. Residents already have a huge problem with quad bikes, e-scooters and motorcycles speeding along the pedestrian path and over the green space. This issue will be exacerbated by a new cycleway. • The proposed path would go through the only green space for Newtown and Avondale children to play. Run directly past the front gardens of 'sheltered' homes which house mainly elderly people some of whom have mobility issues. • A cycle path is not needed or welcomed when it is running along a public road.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> The plans should propose a cycleway along the Main Street to help revitalise the Main St by stopping to eat there.
092	OPR	See Section 4 of the Chief Executive's Report.
093	Shane Smith	<p><u>Residential Layout</u></p> <p>The housing could be re-laid out around smaller green areas with each house overlooking the green without loss of density.</p> <p><u>Amenities</u></p> <p>Like to see a theatre (there is none in North Kildare) like The Venue in Ratoath. In one of the larger green areas a velodrome could be constructed.</p> <p>Seek to build a much longer harbour. A longer harbour would also be an amenity for all the residents. In addition, there should be toilet/shower/laundry facilities provided as are common in other areas around the country. Leixlip has two rivers and a canal running through it, with very little amenity made of any of them in the town.</p>
094	Glendale Meadows Residents Association	<p><u>Newtown / Glendale Bridge</u></p> <p>Share the concerns that have been raised in previous submissions (KCC-C219-32, KCC-C219-24). Specific concerns relate to the proposed height and location of the bridge and potential issues with antisocial behaviour.</p> <p><u>Parking</u></p> <p>The volume of parking in the Glendale and Glendale Meadows estate to access public transport and St. Catherine's Park will increase and alternative parking should be incorporated into the Masterplan.</p> <p>Cycle Infrastructure to St. Catherine's Park and Leixlip Village</p>

Sub. No.	Name	Summary of Submission
		<p>Pedestrians and cyclists from the new development will pass through Glendale Meadows to access St. Catherine's Park. There is a need for safe and well-maintained paths to accommodate the increased volume of path users.</p> <p>The existing pedestrian route to Shilleachain Lane is underutilised due to poor maintenance, inadequate lighting, antisocial behaviour, and illegal dumping. These issues must be addressed prior to development commencing.</p> <p><u>Road Safety</u></p> <p>Draw attention to previous submissions (KCC-C219-12 and KCC-C219-14).</p> <p>Newtown Hill House footpath/Captains Hill</p> <p>Specific areas that require improvements include a dangerous crossing point at Newtown Hill House, removing bay parking spaces that pose risks to cyclists and implementing various pedestrian and cycle infrastructure.</p> <p>The Cope Bridge and L5052 Dunboyne Road junction need upgrades to improve visibility and safety.</p> <p>Western Road Upgrade</p> <p>The Masterplan should have a detailed report with consultation on the chosen route option and upgrades to Kellystown Lane and Kellystown Bridge.</p>
095	Cllr. Nuala Killeen	<p><u>Consultation</u></p> <p>Can consideration be given to the timelines of public consultation phases where later in the year engagements lessens due to the Christmas season.</p> <p><u>Confey Main Street</u></p>

Sub. No.	Name	Summary of Submission
		<p>The masterplan proposes the revitalisation of the existing Confey Main Street. The area should have a name commensurate with the new area zoning. Consideration should be given to historical association with the area and the use of Gaeilge to appropriately name a Main Street designation.</p> <p><u>Community Hub</u></p> <p>Schools should be delivered in the earlier phases. A civic community building is much needed with spaces for theatre, art gallery and mixed community use being prioritised. The need for a swimming pool is defined and a solid delivery plan needs to follow.</p> <p><u>Urban Centres</u></p> <p>Commercial units should be made available for small businesses to purchase. The Council should also seek to purchase units for small and medium businesses to buy and lease. A market area should be provided as part of any proposal.</p> <p><u>Open Space</u></p> <p>Allotments, community gardens and parks should be made available for all and be multi use. An Outdoor Youth Recreation Action Plan should be formulated to identify the needs of young people and to improve the quality, and diversity of outdoor youth recreational facilities.</p> <p>The planning and use of public open space is crucial to the delivery of the plan.</p> <p><u>New Cemetery</u></p> <p>Prioritisation should be given to the allocation of a cemetery.</p> <p><u>Social Infrastructure</u></p> <p>Additional areas have been highlighted to facilitate much needed social infrastructure, housing, and road networks. The phasing of these is crucial. School places are essential, and the delivery of schools should be prioritised for delivery within the first four or five years.</p>

Sub. No.	Name	Summary of Submission
		<p><u>Public Transport</u></p> <ul style="list-style-type: none"> • The proposed construction of homes at the same time as the Dart + West infrastructure project will cause a huge amount of traffic congestion in the area. The loss of open space at Glendale Meadows to the dart substation should be compensated through the addition of open space in the new Masterplan. A traffic management study will need to be published in advance of the commencement of the phases and updated as per phase. The proposed use of Glendale meadows as a construction will cause huge disturbance. • There is urgency in providing a Bus Terminus in the new area, or at the rail station. The situation is currently unsatisfactory, buses are parking outside residential houses queuing ready to enter service and this is causing huge congestion. A bus turning circle should be facilitated in the new Confey area. • Opportunity to provide Park and Ride in places in the new masterplan and reinstate 66a, which would facilitate a modal shift away from cars to public transport. There is a need to extend the high frequency buses to Confey and Leixlip. • The Greenways should be enhanced with additional services, which would make them more user friendly. • Priority should be given to active transport modes and public transport with a mobility Hub offering a range of transport options. <p><u>Cycle Lanes</u></p> <ul style="list-style-type: none"> • Proposals to route ways through the only green space in the bowl in Riverforest should be compensated by the provision of additional green space elsewhere. • A permeability link into Ryevale Lawns from Confey College was not welcomed during the public consultative phase as it would direct traffic into a quiet residential cul-de-sac. There are more appropriate link roads into the other side of Leixlip along the canal and to the side of the rail station at Leixlip. <p><u>Road Network – St. Catherine’s Park</u></p> <p>No road should be routed through St. Catherine’s Park.</p>

Sub. No.	Name	Summary of Submission
		<p><u>Northern Orbital Route</u></p> <p>The roads network needs to be examined to link in with the N3 and Meath routes.</p> <p><u>Road Safety</u></p> <p>Implement the Safe System Approach in Road safety design at this early stage. The new town is similar in size to Sallins where a Sallins Road safety Action Group was established, the lessons learned from the aforementioned Action Group can be implemented in the Confey Plan.</p> <p>Taking a safe System approach to the existing Confey area, all the necessary pedestrian and cycle friendly infrastructure is needed now before any development commences in order to protect vulnerable road users.</p> <p><u>Drainage/Flooding</u></p> <p>Historical drainage issues in the area. Specific drainage engineered schemes will have to be considered. Historic wells should be maintained. Swales should be introduced. In the development of the allotments / community gardens swales should be put in place to alleviate any flooding.</p> <p><u>Hedgerows</u></p> <p>Extensive stretches of native hedgerows should not be removed to provide safe vehicular access to the site.</p> <p>Translocate existing species and rich hedgerows where possible subject to proper biosecurity protocols.</p> <p><u>Lighting</u></p> <p>Light spilling and pollution should be minimised.</p> <p><u>Data Centres</u></p> <p>Restrict use of data centres where they do not provide a minimum 30% use of renewable energy</p>

Sub. No.	Name	Summary of Submission
096	Sean Hourihane	<p><u>Cope Bridge</u></p> <p>The widening of Cope Bridge will not definitely improve traffic flow in the Leixlip / Confey area, especially having regard to the proposed 1500 residential units.</p> <p><u>Sustainable Development</u></p> <p>The proposed development would be unnatural and would take away from an area that has grown slowly over the years. It will be harder to integrate a development of this scale into the community, smaller developments are more appropriate and will have less effect in terms of traffic and social infrastructure, which is already at capacity in the Leixlip / Confey area.</p>
097	Patrick Noonan	<p><u>Confey Main Street</u></p> <p>Pedestrian access of Captains Hill would require upgrading before any development commenced to increase footfall on it.</p> <p><u>Phasing</u></p> <p>1200 housing units proposed to be built before any school would put a large strain on existing school resources in the area.</p> <p>Proposed Western Road upgrades should be in place before any construction commences.</p> <p><u>Traffic Concerns</u></p> <p>Traffic is at maximum capacity already along Captain's Hill, and it would need the proposed Western Road upgrade in place before any housing development building were to be commenced.</p> <p><u>Flooding</u></p> <p>Strategic flood assessment seems to place a lot of onus on the Sileachain Stream for drainage purposes, despite known historical flooding events associated with this stream being highlighted in the same document.</p>

Sub. No.	Name	Summary of Submission
		<p><u>Confey GAA</u></p> <p>The proposed re-location of Confey GAA to a much less accessible area, further away for most of the residents of Confey, would have a detrimental impact on residential amenities.</p> <p><u>St. Catherine's Park</u></p> <p>Under no circumstance should a road be constructed through St. Catherine's Park.</p>
098	Aidan Jordan	<p><u>Northern Orbital Link Road</u></p> <p>The proposed Northern Orbital Link Road discussed on page 70,71 Confey Masterplan Strategic Transport and Mobility Report which links the L1015 to the Hansfield area can be improved significantly by adding a 3km new road north to the R157 providing direct access to the M3.</p> <p>Currently the R157 Dunboyne by-pass meets the Maynooth Road in Dunboyne at a roundabout, a new 3km road at this roundabout continuing south would join up with the Confey Masterplan area. This new road would directly join the M3 to the R157 and into the Confey Masterplan area allowing a safer route option away from built up areas for traffic.</p>
099	Cllr. Joseph Neville	<p><u>Road Infrastructure</u></p> <ul style="list-style-type: none"> • The key issue with developing the Confey lands is the traffic and what impact it will have in the short term as this area is developed and indeed the long term when people are living here. • The model of the plan is that people largely walk or cycle in the area, but we do know that will be far from the reality as the retail, commercial and recreational facilities will not be large enough to make the area self-sustainable and indeed couldn't be. • From an overall traffic perspective, we need to get the relief roads clearly designed and agreed so we understand exactly what the plan is here. • Slower safer routes with a greater emphasis on pedestrian crossings.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Ensure Captain’s Hill is safer for all considering the increase in extra vehicles and pedestrians. New development should not impact the in and out flow of traffic in those estates along Captain’s Hill. • Greater detail on the upgrade of the roads to the left of the Confey junction as it moves towards Kellystown Lane. Need to get real drawings in place and more clarity around orbital routes and where they might fit in the larger scheme here. • Traffic assessment required for flows out to the N4. With the new link with Adamstown a natural flow lane for Leixlip traffic is required near the old Tara co-op. • R449 junction upgrade required at the turn for Clonee on the left and Lucan on the right. • Off street cycling infrastructure must be built out on link streets in accordance with a cycling manual. <p><u>Parking</u></p> <p>Glendale and Riverforest could be used as unofficial parking locations of choice for the Confey Train Station, especially with the proposed Dart upgrade.</p> <p><u>Phasing</u></p> <p>Clearer phasing of the road upgrades with the phasing of the housing developments is necessary. This should be set out clearly in summary tables.</p> <p><u>St. Catherine’s Park</u></p> <p>No road through St. Catherine’s Park.</p> <p><u>Housing Density and Height</u></p> <p>Putting in parameters around height and density will be key to delivering a sustainable and successful housing area. as we go through each area, we need to look at them as distinct Key Development Areas.</p> <p><u>Community and Social Infrastructure</u></p>

Sub. No.	Name	Summary of Submission
		<p>Community infrastructure needs to not only be planned but delivered. The community capital expenditure for Leixlip and Celbridge is a fraction of that in Naas.</p> <p><u>Cemetery</u></p> <p>One of the key needs in Leixlip is the Graveyard and we need to know that this will be provided for clearly in this plan rather than outside it.</p> <p><u>Open Spaces / Green Infrastructure</u></p> <p>We need to ensure that the older nearby estates with the new bridges do the heavy lifting in terms of providing recreational green areas.</p> <p>Parks and recreational facilities as proposed need to be developed in a phased basis with a ready fund and should be developed during each phase of the project.</p> <p><u>Retail / Commercial Offer</u></p> <p>Shopping location near the Confey train/GAA site should be provided as part of the overall development.</p> <p>Retail on the two sides of the main street may be required so as not have a limited offering in the area. With the plan therefore can we set out road width and path width which would allow for outdoor dining and make the new main street more attractive.</p> <p>For any larger retail commercial space also will there be a location for Glass recycling as there is none in Confey currently.</p>
100	Muriel Clarke	<p><u>Cope Bridge</u></p> <p>As protection of Cope Bridge now appears to be lifted for works to begin, I believe it should be considered to replace the proposed steel structures either side with a new bridge. This new bridge would be wide enough to incorporate the width of two buses travelling in opposite directions, plus cycle lanes and pedestrian access.</p> <p><u>Pedestrian Bridges – Newtown/Glendale</u></p>

Sub. No.	Name	Summary of Submission
		<p>Newtown Glendale Bridge is positioned in the middle of a very well-maintained green space in a housing estate that has existed for over 50 years.</p> <p>The height of the proposed Glendale Bridge will be almost the height of a house and will span over roadway and paths.</p> <p>Serious concerns that this bridge will invade the privacy of people's homes and leave this area open to antisocial behaviour.</p> <p><u>Road Infrastructure</u> Traffic lights at Glendale and Riverforest would not be very helpful to residents trying to exit these estates as the lights will favour the flow for traffic on Captains Hill.</p> <p><u>Confey Masterplan Engineering Report</u> One of the foul discharge outfalls (page 27 Outfall no.3) will be opposite houses in Glendale Meadow. This is not acceptable should there be a failure.</p> <p><u>Density and Building Height</u> 5 storey buildings will be totally out of character within area.</p> <p><u>Confey GAA</u> This local Clubhouse and pitches were provided by the existing Confey Community, and it is not acceptable that this social, recreational, and sporting facility be lost to the community that originally funded it.</p> <p><u>House Construction Traffic</u> Construction traffic should not use Captains Hill.</p> <p><u>Leixlip Main Street</u> No regeneration planned, for Leixlip village which is essential.</p>

Sub. No.	Name	Summary of Submission
101	Gerard Costello	<p><u>Car-Parking</u> There should be a policy of 1 home to 1 car parking space. Families need to travel, shop and host visitors. High density schemes get this wrong and it leads to serious issues for people and the surroundings.</p> <p><u>Road Infrastructure</u> How will the addition of 1700 new homes not have an additional detrimental impact on existing traffic delays crossing Cope Bridge and getting out of the Glendale and Riverforest estates.</p> <p><u>Confey Train Station</u> Expansion of the train station with no additional car-parking being proposed. Currently Glendale is suffering from the overflow, and this will only be exacerbated by any expansion.</p> <p><u>Density</u> With a proposed density of 18 homes per acre it's difficult to see how the majority of these would cater for traditional families.</p> <p><u>Neighbouring homeowners</u> Current homeowners in the area are missing from the illustrations or their gardens taken over. This gives the impression that the current homeowners are not being considered. This coupled with the lack of any direct engagement outside this public consultation is disappointing as a homeowner in the middle of the proposed plans.</p>
102	Aisling Delaney	<p><u>Density & Design</u> The proposal design and density does not align to the existing housing and developments in the same area.</p> <p><u>Transport Infrastructure</u> The current transport infrastructure is presently beyond capacity. Cope Bridge provides a bottleneck and the 3 no. traffic lights in a 100m length of road is confusing.</p>

Sub. No.	Name	Summary of Submission
		<p>The existing train service is currently over capacity and several years away from electrification.</p> <p>The proposed cycle infrastructure will have no practical impact on capacity, especially Traffic is pumped down the hill into Leixlip, into a small “T” junction where traffic is currently excessive.</p> <p><u>Social and Community Services</u> Current amenities and social services are at capacity, e.g. GPs, Schools etc. etc.</p> <p><u>Leixlip Village</u> The focus of development should be the regeneration fo the village.</p> <p><u>Natural Environment</u> The proposed development will have a devastating impact on wildlife and biodiversity, e.g. birds, bats, foxes, and badgers.</p> <p><u>Pedestrian and Cycle Bridges – Glendale</u> Cycle and foot brides intruding into Glendale and Glendale Meadows, will impact children play areas, reduce green area for <u>safe</u> play by introducing traffic.</p>
103	Sharon Caulfield	<p><u>Car-Parking</u> Insufficient car-parking proposed for the proposed residential units and also at Confey train station. Existing local estates are already being used as a carpark for Confey train station and this will only be exacerbated if the development goes ahead.</p> <p><u>Owner-Occupied</u> The masterplan should be updated to outline how most of the residential units will be owner-occupied and what % of the scheme will be owner-occupied.</p> <p><u>Community</u> <i>Item 3 RE: Community Leisure Centre / Pool. A portion of northern lands in the community and education parcel provides for the inclusion of a site reserved for a possible Community Leisure</i></p>

Sub. No.	Name	Summary of Submission
		<p><i>Centre / Swimming Pool which will provide much needed and desired amenity to residents of Confey and also the existing local community. The word 'possible' must be removed from the masterplan and a firm commitment given to the community that KCC will provide a Leisure Centre & Swimming Pool. The feasibility study for both the swimming pool & performance space is marked to begin during phase 2, this study must be part of phase 1.</i></p> <p><u>Road Infrastructure</u> It appears that the indicated route of the new road to manage traffic coming from this new development is aspirational and that no feasibility study had been performed. This road must be designed and budgeted for prior to development of new housing to meet this objective.</p> <p><u>Bus Services</u> It must be part of the bus services section to restore direct buses to the city as the population of Confey increases. It must also be an objective of the masterplan to request the NTA to restore our express bus to the city centre for rush hour and not go through Lucan village as is currently the case.</p>
104	Mark Fitzgerald	<p><u>Newtown Glendale Pedestrian Bridge</u> Negative impact on the green area within the Glendale Estate, 25ft high. Why would this bridge be required when it's so close to the proposed new cycle and pedestrian paths on Cope Bridge?</p> <p><u>St. Catherine's Park</u> Still concern that road shall be built through St. Catherine's Park. Fingal County Council still have the road showing in their Development Plans.</p>
105	Breda Brazil	<p><u>CYCLE PATH to run between Newtown park and Avondale estate off Captain's Hill</u></p> <ul style="list-style-type: none"> Public safety will become a significant issue. Residents already have a huge problem with quad bikes, e-scooters and motorcycles speeding along the pedestrian path and over the green space. This issue will be exacerbated by a new cycleway.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • The proposed path would go through the only green space for Newtown and Avondale children to play. Run directly past the front gardens of ‘sheltered’ homes which house mainly elderly people some of whom have mobility issues. • A cycle path is not needed or welcomed when it is running along a public road. • The plans should propose a cycleway along the Main Street to help revitalise the Main St by stopping there. <p><u>Road Infrastructure</u></p> <ul style="list-style-type: none"> • Extra traffic has affected pedestrians when crossing the road anywhere along Captain’s Hill and past Cope Bridge towards the R146 road. • Heavy traffic and bottlenecks coming from Dublin into Leixlip. • Vehicular traffic attempting to turn right towards R149 wait up to 5 minutes at any time of the day. Visibility is particularly poor for traffic turning right at Avondale/Newtown Park due to hedging and trees. • Traffic turning right at the entrance to Riverforest and the shopping centre has always dangerous due to oncoming traffic up and down Captains hill. The number of buses coming and going has increased greatly and as we know these are often ‘out of service’. The situation has worsened as a result of the changes to bus routes and increase in the number of new housing estates in Leixlip in the last 5 or 6 years. • Don’t have the necessary road infrastructure to facilitate the proposed development. <p><u>Social Infrastructure</u> Unlikely to be enough doctors and dentists etc to provide health services for 1770 more houses.</p>
106	Martie Gilmartin	<u>Road Infrastructure</u>

Sub. No.	Name	Summary of Submission
		<p>Currently Captain's Hill exceeds the capacity for traffic. It's proposed to widen the road leading to Cope Bridge, however this could just create another worse bottle neck at the School/church of St. Charles Borromeo.</p> <p>People living in the proposed development will not redirect around Intel to get to the village.</p> <p><u>Construction Traffic</u> Where will the construction traffic go.</p> <p><u>Community Amenities</u> Serious reservations that the proposed community centre and swimming pool will ever be delivered.</p> <p><u>Cycle / Pedestrian Infrastructure - Glendale</u> The cycle paths linking into the estates on the Confey side of the canal will have a negative effect on residents. As it stands in Glendale Meadows a lot of traffic goes through the estate going to the park on both sides. Traffic lights at the entrance to Glendale will not resolve any congestion issues. Exiting the proposed estate onto the Dunboyne side, makes better sense</p>
107	Ruth McCormack	<p><u>Phasing</u> The proper infrastructure (roads, schools, community facilities etc.) must be put in place before any development commences.</p> <p><u>St. Catherine's Park</u> The community would strongly object and not tolerate any suggestion of a road through Catherines Park.</p> <p><u>Road Infrastructure</u> Current road at Captain's Hill not sufficient for double the traffic in Confey.</p>

Sub. No.	Name	Summary of Submission
		<p><u>Social and Community Services</u> Reservations about the actual delivery of amenities such as community leisure/swimming pool.</p> <p><u>Cycle/Pedestrian Route</u> Planned pedestrian bridge / route is not sufficient at present just a bridge without planned up-grades to current section of walkway.</p> <p><u>Sewerage</u> Sewerage is planned beside Glendale Meadows and adjacent to a waterway.</p> <p><u>Confey Train Station - parking</u> No planned additional parking at Confey train station. Currently there is significant overflow parking within the Glendale estate.</p> <p><u>Phasing</u> Rail line upgrade should be completed before any housing commences.</p> <p><u>Confey GAA</u> Not acceptable to propose moving such a community amenity as it would impact a lot of younger players who currently walk to the club.</p> <p><u>Leixlip Village Centre</u> Insufficient parking within the village centre.</p>
108	C. Russell	<p><u>Phasing</u> The proper infrastructure (roads, schools, community facilities etc.) must be put in place before any development commences.</p> <p><u>St. Catherine's Park</u></p>

Sub. No.	Name	Summary of Submission
		<p>The community would strongly object and not tolerate any suggestion of a road through Catherines Park.</p> <p><u>Road Infrastructure</u> Current road at Captain's Hill not sufficient for double the traffic in Confey.</p> <p><u>Social and Community Services</u> Reservations about the actual delivery of amenities such as community leisure/swimming pool.</p> <p><u>Cycle/Pedestrian Route</u> Planned pedestrian bridge / route is not sufficient at present just a bridge without planned up-grades to current section of walkway.</p> <p><u>Sewerage</u> Sewerage is planned beside Glendale Meadows and adjacent to a waterway.</p> <p><u>Confey Train Station</u> No planned additional parking at Confey train station. Currently there is significant overflow parking within the Glendale estate.</p> <p><u>Phasing</u> Rail line upgrade should be completed before any housing commences.</p> <p><u>Confey GAA</u> Not acceptable to propose moving such a community amenity as it would impact a lot of younger players who currently walk to the club.</p> <p><u>Leixlip Village Centre</u></p>

Sub. No.	Name	Summary of Submission
		Insufficient parking within the village centre.
109	Seamus & Geraldine Foran	<p><u>Road Infrastructure</u></p> <p><u>Western Road Upgrades</u></p> <p>Serious reservations about the proposal in the Confey Masterplan to upgrade the L1015 to connect the Confey development lands with the M4 motorway.</p> <p>Option 4 was initially the preferred option to achieve this when the West of Confey development lands were assessed in 2019. This involved a new road connecting the R148 through the east edge of the Intel site with minimal or no disruption to peoples' homes. Why has this option been abandoned in favour of Option 1, which seeks to connect the Confey Development Lands to the R148 (west of intel) via the L1015 and L1014.</p> <p>Major reconstruction would be required to widen and straighten the L1015, and any widening would involve the removal of some homes and gardens. Currently 25-30 homes open onto the L1015 and every one of these houses has a septic tank, which would be impacted by any road widening.</p> <p>Option 1 should be disregarded and Option 4 ought to be revisited.</p> <p><u>Physical Infrastructure</u></p> <p>Along the same L1015, Uisce Eireann intends to bring a high-volume sewage pipe from Maynooth giving no option for connection for the houses. There is also no mains water supply and fibre optic cable.</p>
110	Tommy Coyle & Frances Ruane	<p><u>Road Infrastructure</u></p> <p><u>Western Road Upgrades</u></p>

Sub. No.	Name	Summary of Submission
		<p>Serious reservations about the proposal in the Confey Masterplan to upgrade the L1015 to connect the Confey development lands with the M4 motorway.</p> <p>Option 4 was initially the preferred option to achieve this when the West of Confey development lands were assessed in 2019. This involved a new road connecting the R148 through the east edge of the Intel site with minimal or no disruption to peoples' homes. Why has this option been abandoned in favour of Option 1, which seeks to connect the Confey Development Lands to the R148 (west of intel) via the L1015 and L1014.</p> <p>Major reconstruction would be required to widen and straighten the L1015, and any widening would involve the removal of some homes and gardens. Currently 25-30 homes open onto the L1015 and every one of these houses has a septic tank, which would be impacted by any road widening.</p> <p>Option 1 should be disregarded and Option 4 ought to be revisited.</p> <p><u>Physical Infrastructure</u></p> <p>Along the same L1015, Uisce Eireann intends to bring a high-volume sewage pipe from Maynooth giving no option for connection for the houses. There is also no mains water supply and fibre optic cable.</p>
111	Marie Holbrook	<p><u>St. Catherine's Park</u></p> <p>A road through the Park would have a seriously detrimental impact on the amenity value of the Park.</p>
112	John Colgan	<p><u>St. Catherine's Park</u></p> <p>In favour of the proposed link road from the M4 to the M3 across St. Catherine's Park if it is elevated on a quiet surface.</p> <p><u>Commercial Rates</u></p>

Sub. No.	Name	Summary of Submission
		<p>Two thirds or perhaps three quarters of the rates for the council are raised in the Leixlip area but there is not much to show in terms of public infrastructure.</p> <p><u>Publication and Display</u></p> <p>The document is poorly presented and many of the drawings are illegible. Requesting an extension of the display period, providing larger illustrations, in a more congenial setting, for another month.</p> <p>Request the Council to have a hotline for enquiries, such as might be dealt with at the one afternoon previously provided, during any extended period of display it might agree to hold.</p> <p><u>Consultants</u></p> <p>It would have been better if the Masterplan had been undertaken 'in house'.</p> <p><u>Mistakes within the Document</u></p> <p>The Captain's Hill has been labelled 'Confey Main Street'. Confey townland is all the lands north of the Royal Canal except for a small triangular excursion into the lands at Mount Thunder.</p> <p>The Royal Canal has been called the 'Grand Canal' (pg 17)</p> <p>There is a hydrological connection between the Royal Canal and the rye Water / River contrary to what is claimed on p16 in the opening paragraph titled Existing Surface Water.</p> <p>Sileachan has only one L; 'that is my mistake, I spelt it incorrectly throughout my book, Leixlip, Co. Kildare (2005).</p> <p>There is a presumption that once there is a road or pathway on a map that it is cyclable on an ordinary bicycle by an ordinary cyclist because it is presumed to be flat, which is not reality I Leixlip's case. A study carried out in 2012 showed that a significant number of vehicles were speeding along Captain's Hill and Leixlip Main Street.</p>

Sub. No.	Name	Summary of Submission
		<p><u>Terms of Reference</u></p> <p>The Terms of Reference given to the contractors was not published however below is a perception of the what the terms of reference were.</p> <p>Create a plan for as many residential units as possible, but which comply with statutory guidelines and regulations, whilst committing the council to the minimum expenditure on public infrastructure whether in Leixlip or contiguous counties.</p> <p><u>Road Infrastructure</u></p> <p>Not a single new road outside of developed housing estates has been provided or funded by the Council.</p> <p><u>Car-parking - Leixlip</u></p> <p>52 marked car-parking spaces has been removed from Leixlip town centre and no new spaces have been provided by the Council on its own lands.</p> <p><u>Rail Infrastructure</u></p> <p>Clonee's housing has now extended south of the course of the Dublin Docks commuter rail line en-route for Navan. This railway does not get a mention in the Draft as a potential train route west and east of the Confey site. Neither does the draft show routes to Naas.</p> <p><u>Community Hub Amenities - Swimming Pool</u></p> <p>A swimming pool was proposed as part of development plans over 30 years ago. Delivery has been an issue, preferential treatment has been given to towns like Athy, Naas and Maynoth.</p>