

Athy Local Area Plan 2021-2027
Sustainable Planning and Infrastructural Assessment

**Planning Department
Kildare County Council
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1. Introduction

This report is provided to support the Athy Local Area Plan 2021-2027 (LAP) with regard to the delivery of infrastructure required for the LAP while proposing land zonings, as required by the National Planning Framework (NPF). The NPF¹ sets out a tiered approach for zoning such lands, as follows:

'Tier 1: Serviced Zoned Land, comprising lands that are able to connect to existing development services for which there is service capacity available and can therefore accommodate new development; and

Tier 2: Serviceable Zoned Land, comprising lands that are not currently sufficiently serviced to support new development but have the potential to become fully serviced within the life of the plan.'

The NPF requires that where lands are identified as Tier 2 lands, the potential for delivery of the required services and/or capacity to support new development must be identified and specific details provided by the planning authority at the time of publication of the draft and final local area plan. The NPF further states that an Infrastructural Assessment must be aligned with the approved infrastructural investment programme(s) of the relevant delivery agency(ies), or be based on a written commitment by the relevant delivery agency to provide the identified infrastructure within a specified timescale (i.e. within the lifetime of the plan). The planning authority may also commit to the delivery of the required and identified infrastructure in its own infrastructural investment programme (i.e. Budgeted Capital Programme) in order to support certain lands for zoning. The infrastructural assessment must include a reasonable estimate of the full cost of delivery of the required infrastructure to the identified zoned lands.

Further guidance will be provided by the Department Housing, Local Government and Heritage in respect of Infrastructural Assessments in updated Statutory Guidelines that will be issued under Section 28 of the Planning and Development Act 2000 (as amended).

The purpose of this report is to:

- Identify potential sites for residential and zoning;
- Examine the suitability of a site for future development based on NPF objectives, the Kildare County Development Plan etc;
- Assess the infrastructure requirements to service each site;
- Assess and weight the planning and serviceability/infrastructural provision for each site to enable a Tier to be assigned, as may be applicable; and

¹ (2018) Department of Housing, Planning and Local Government, Project Ireland 2040: National Planning Framework, Appendix 3 pg 175, GovernmentPublications:Dublin.

- Where sites are identified as Tier 1 or Tier 2 lands, the assessment should clearly identify the likely development services² required to support new development and where possible provide an indicative timeframe for delivery i.e. short to medium term or longer term.

Infrastructure requirement for each site were estimated by cost. It is noted from the outset, in terms of reasonable estimate of costs, that Irish Water, has indicated that it does not have resources or capacity to carry out such an exercise and therefore no costings have been provided in terms of water services. The Roads and Transportation Department of Kildare County Council has provided a reasonable estimate of costs. Other factors including access to social infrastructure/public open space, drainage issues and compliance with the Kildare County Development Plan/National Planning Framework were also scored, but not using an estimate of costs. Instead scoring took account of the distance each site is from facilities/services/open space, the known drainage characteristics of the site and if location/character of a site is in keeping with Kildare County Development Plan/National Planning Framework policies.

² (2018) Department of Housing, Planning and Local Government, Project Ireland 2040: National Planning Framework, pg 175, Government Publications: Dublin. The NPF refers to 'development services' as "road and footpath access including public lighting, foul sewer drainage, surface water drainage and water supply".

2. Methodology

In the absence of Departmental guidelines which are expected to issue under Section 28 of the Planning and Development Act 2000 (as amended) as referred to in the NPF, the Sustainable Planning and Infrastructural Assessment has been developed in accordance with Appendix 3 of the NPF.

The Planning Department undertook a review of the available land supply within a defined study area illustrated in **Figure 1** below. All sites formally zoned 'New Residential' in the Athy Town Development Plan 2012-2018 that were not developed within the time period of that plan were examined. That Town Development Plan stated that these sites combined to provide 'sufficient New Residential zoning to facilitate approximately 1,667 no. of units (75.8ha).' It is noted that none of these zoned lands have not been developed and they remain greenfield sites as of December 2020.

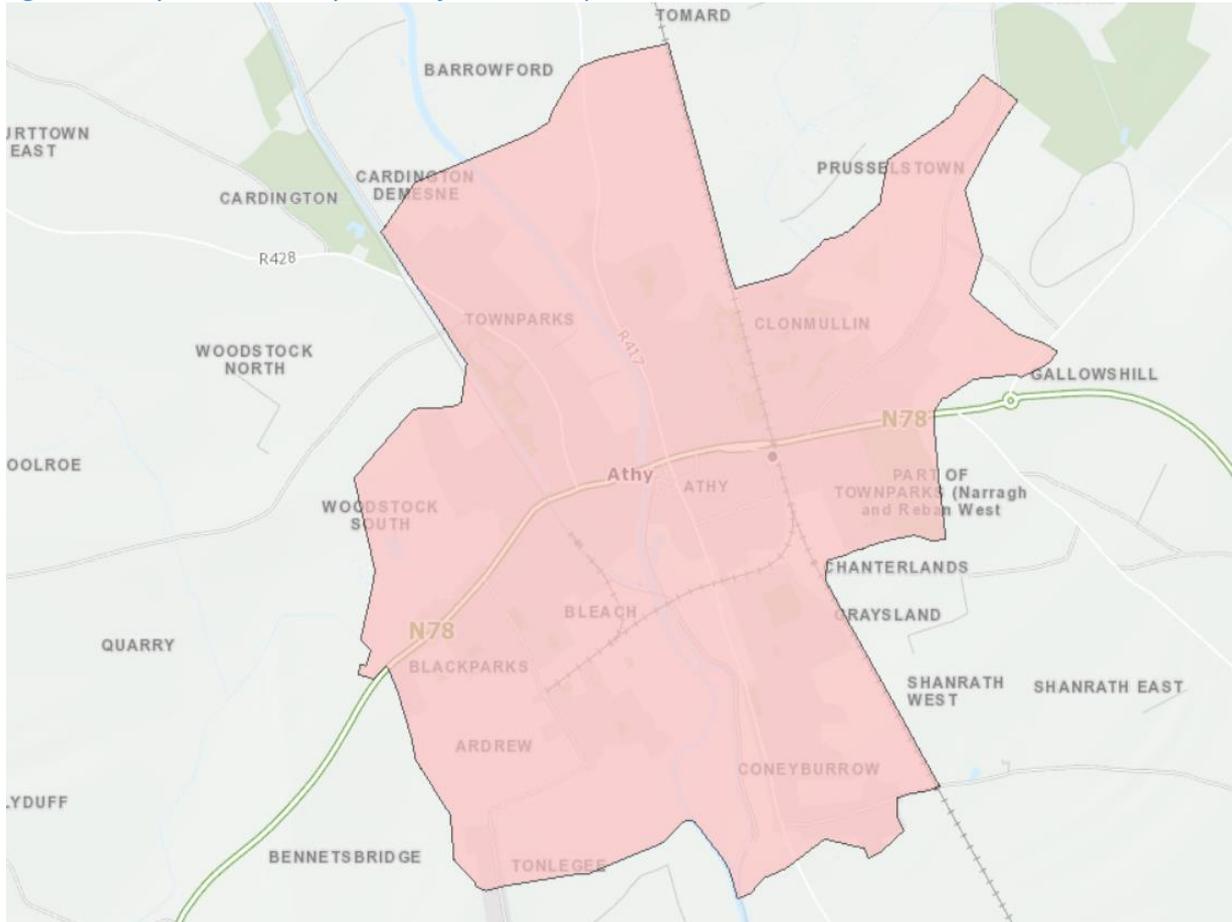
Under the Core Strategy of the County Kildare Development Plan 2017 – 2023 (CDP) (as varied) Athy has been allocated 4.8% of the county's overall housing growth. Applying this figure to the Athy LAP, the housing unit translates into a requirement for **771 additional units** to be developed over the life of the Plan to 2027³. Furthermore, it is noted the National Planning Framework (2018) requires that growth in settlements delivers compact growth, consolidation and residential development at sustainable densities.

Taking this into account, a range of potential sites were identified which were further examined in terms of their suitability for development and zoning. Prior to this review a number of sites formally zoned 'New Residential' were screened out of this Sustainable Planning and Infrastructural Assessment. These sites were omitted because they were outside of the Settlement Boundary of Athy as defined by the 2016 Census, or they have extant permission and works have commenced. Smaller infill sites within the town centre (under 1 Ha in area) were also omitted from this Sustainable Planning and Infrastructural Assessment as their development would be in keeping with Kildare County Council Development Plan and National Planning Framework policy and their development would have little bearing on existing services and infrastructure.

12 potential sites were therefore identified within the study area all of which were previously zoned 'New Residential' in the Athy Local Area Plan 2012-2018. These sites are identified in **Figure 2** and listed in **Table 1** below.

³ Note: These figures only include projected population growth on lands zoned for town centre and new residential uses. It does not include any increases in population on existing residential/infill lands.

Figure 1: Athy CSO Boundary 'The defined built-up area'.



Source: www.census.cso.ie/sapmap/

Figure 2: Identified Sites



Source: Desktop and Site Survey (September 2020)

Table 1: List of sites assessed as part of this Sustainable Planning and Infrastructural Assessment ⁴

| Site No. | Site Name | 'New Residential' site ref. taken from the Athy Town Development Plan 2012-2018 |
|--------------|---|---|
| Site Ref: 1 | Blackparks, East of Fortbarrington Road | C15 |
| Site Ref: 2 | Ardrew, site north of Andrew Meadows | C13 |
| Site Ref: 3 | Site south of Andrew Meadows | C20 and C26 |
| Site Ref: 4 | Site east of Fortbarrington Road (Tonlegee) | C33 |
| Site Ref: 5 | Site in Tomard, north of Moneen Lane | C2 |
| Site Ref: 6 | Site between the River Barrow and Coneyboro | C12 and C27 |
| Site Ref: 7 | Site south Aughaboura Road (Chanterlands) | C11 |
| Site Ref: 8 | Site north of Geraldine Road | C21 |
| Site Ref: 9 | On the southern side of Dublin Road | C9 |
| Site Ref: 10 | Site north of Geraldine Road | C34 |
| Site Ref: 11 | Site east of Geraldine Road | C30 |
| Site Ref: 12 | Site in Prusselstown and Geraldine | C31 |

Source: Desktop, Site Survey (September 2020) and the Athy Town Development Plan 2012-2018

To inform the appropriate zoning of land, the Sustainable Planning and Infrastructure Assessment comprises of quantitative and qualitative research analysis. The qualitative analysis consists of a template of criteria to gather pertinent information from the relevant departments within Kildare County Council and Irish Water. This method was used to gain an understanding of underlying conditions and provides insights into infrastructural issues. The findings from the templates are discussed in Section 4 of this report. The quantitative assessment comprises of a weighting matrix which has been developed in order to appropriately determine and allocate lands as Tier 1 or Tier 2 (or otherwise, if necessary). A quantitative method was used to quantify the data by way of generating numerical data that can be transformed into a categorisation and ranking of suitable sites. The findings are set out in Section 4 of this report.

The Planning Department consulted with the Roads and Transportation Department, Water Services Department, Environment Department and Community Department within Kildare County Council, as well as Irish Water. This consultation has informed the assessment and infrastructural needs within the plan area. Both the Council's internal departments and Irish Water were requested to identify the specific delivery services required to service the lands, relevant to their respective areas of responsibility. In addition, they were requested to: (i) confirm if funding for service delivery has been identified in relevant budgets and is aligned with the Local Area Plan period; and (ii) consider a reasonable estimate for the full cost of delivery of these services. The findings are set out in Sections 4, 5 and 6 of this report.

⁴ Note this table corresponds with the labelling of sites in Figure 2.

3. Planning Overview

There have been a number of significant developments which will influence future land use zoning in County Development Plans and Local Area Plans since the adoption of the Athy Town Development Plan 2012-2018. In particular, the National Planning Framework (NPF) sets out a tiered approach for zoning lands as discussed in Section 1 of this report. The following National Policy Objectives are relevant:

National Policy Objective 72a: *'Planning authorities will be required to apply a standardised, tiered approach to differentiate between i) zoned land that is serviced and ii) zoned land that is serviceable within the life of the plan'.*

National Policy Objective 72b: *'When considering zoning lands for development purposes that require investment in service infrastructure, planning authorities will make a reasonable estimate of the full cost of delivery of the specified services and prepare a report, detailing the estimated cost at draft and final plan stages'.*

National Policy Objective 72c: *'When considering zoning land for development purposes that cannot be serviced within the life of the relevant plan, such lands should not be zoned for development'.*

The NPF places an emphasis on the need for compact, smart and sustainable growth and requires 30% of all new housing to be within existing urban footprints (outside of the five cities), thus reducing the amount of greenfield land required to meet future housing requirements.

Moreover, the NPF specifically discusses the prioritising of development lands and states that *'there are many other planning considerations relevant to land zoning beyond the provision of basic enabling infrastructure including overall planned levels of growth, location, suitability for the type of development envisaged, availability of and proximity to amenities, schools, shops or employment, accessibility to transport services etc. Weighing up all of these factors, together with the availability of infrastructure, will assist planning authorities in determining an order of priority to deliver planned growth and development⁵'* (emphasis Added). The NPF further notes that Guidance will be issued under Section 28 of the Planning and Development Act 2000 (as amended) in relation to infrastructure assessments.

In addition to the NPF, ministerial guidelines on Urban Development and Building Heights, Water Services etc. highlight the importance of optimising the yield from existing investment in services and creating more compact and integrated communities.

It is therefore appropriate that sustainable planning criteria are used to inform the assessment of each site, in addition to infrastructural criteria, in line with the NPF's requirement of the prioritisation of development land. Section 5 of this report discusses the planning criteria used in the assessment of each site. The NPF and the Kildare County Development Plan 2017-2023 are used to inform the planning criteria, thus ensuring that each site is assessed on the basis of national and local policy.

⁵ (2018) Department of Housing, Planning and Local Government, Project Ireland 2040: National Planning Framework, pg 137, Government Publications: Dublin.

4. Infrastructural Overview

4.1 Roads and Transportation

4.1.1 Responsibility for Delivery

Kildare County Council is responsible for the delivery of road infrastructure. Site access arrangements and some road improvement works will generally be developer-led.

4.1.2 Infrastructure Baseline and Deficits

A number of sites require road improvement works as facilities are not in place. Improvement and upgrade works were identified generally for roads, cycle lanes and footpaths. In general, most facilities such as footpaths etc. are in place at the majority of the sites in the town centre but no cycle lanes are in place in other sections of the town.

Sites located south of Athy town will require the completion of the currently under construction Southern Distributor Road to improve their access. This Athy Distributor Road will improve the capacity of Athy Town Centre which is currently heavily congested (due for completion in late 2023).

Some of the sites are adjacent to or within walking distance of public transport facilities and others are up to 2km from such facilities.

4.1.3 Assessment of Infrastructure Needs

Road improvement works are required at all of the sites. Road improvement works comprise of new or upgrading cycle lanes of 2.0m, widening of roads or a new access road with a 6.5m carriageway, footpath of 2.0m on both sides and public lighting. Road improvement works were identified along routes ranging from 350m to 4.5km on a number of roads in Athy.

It is noted funds have already been allocated to the Athy Distributor Road and its route approved, preliminary site works have commenced on this essential piece of infrastructure.

4.1.4 Costs and Funding Sources

Estimated costs include design, construction and site supervision but exclude land costs. The overall estimated cost for each site ranges from €1.5m to €5.5m⁶.

4.2 Water Supply

4.2.1 Responsibility for Delivery

Irish Water is responsible for the delivery of water service infrastructure.

4.2.2 Infrastructure Baseline and Deficits

All sites are located in the Srowland Water Treatment Plant water supply zone. The 120 million litre storage pond of this facility is fed from the River Barrow. The plant is currently producing approximately 10 million litres of treated water per day, supplying the local Athy Region as well as contributing to the supply in the central areas of County Kildare including the towns of Kilcullen, Newbridge and Kildare Town.⁷

Irish Water has confirmed that water mains are located immediately adjacent to or in close proximity to the majority of the sites. However, no watermains appear on Geographic Information Systems near sites 6 and 7 and the nearest water main to site 13 is circa 80m away.

⁶ Informed by the Roads, Transportation and Public Safety Department of Kildare County Council.

⁷ Details from a press release regarding the opening of the Srowland Water Treatment Plant, Athy (Dated 13.10.13). <https://www.veolia.ie/media/news-and-press-releases/official-opening-srowland-water-treatment-plant-athy>

4.2.3 Assessment of Infrastructure Needs

Irish Water advises that this initial assessment is indicative only and based on a desktop exercise to identify the location of the adjacent local network. Water mains may need to be extended to the site boundary (by the relevant developer) for some of the sites. In addition, local upgrades may be required for some of the sites.

4.2.4 Costs and Funding Sources

Individual site serviceability must be confirmed through the Irish Water Pre-Connection Enquiry (PCE) process. New infrastructure will generally be developer-led, and developers will need to engage with Irish Water at an early stage via the Irish Water PCE process. Options for the local network will then be reviewed and assessed. The assessment may identify infrastructure upgrades required to supply the specific site demand. The work carried out on the majority of sites will be developer led. Any other costs in relation to connection fees, or work to be carried out by Irish Water, will be in line with the Connection and Developer charges as per Irish Water charges from 1st April 2019 (or as may be revised).

Irish Water has confirmed that they do not have the resources or capacity to carry out a costing exercise and therefore no costing has been provided.

4.3 Wastewater

Athy is catered for by the Athy Wastewater Treatment Plant. This plant currently has headroom for an additional 2,102 persons⁸.

Irish Water has confirmed that the majority of the sites are located immediately adjacent to or in close proximity to existing sewers, most of which are combined and may need to be updated depending on density of development. However, sites 1, 10, 11 and 12 do not currently have access to a sewer. It is also noted the sewer is located 150m away from site 8.

Irish Water state they are aware of known capacity and operational issues that were previously identified in the network at a number of locations including Leinster Street, rail crossing, Geraldine Road etc. which could/will affect development in those areas

4.3.1 Responsibility for Delivery

Irish Water is responsible for the delivery of water service infrastructure.

4.3.2 Infrastructure Baseline and Deficits

Irish Water states that they are aware of known capacity and operational issues that were previously identified in the network at a number of locations including Leinster Street, rail crossing, Geraldine Road etc. which could/will affect development in those areas

Irish Water has confirmed that foul sewers are located immediately adjacent, or in close proximity to the majority of the sites with the exception of a small number of sites whereby trunk sewers traverse the lands. Way leaves around the existing pipes will need to be considered in such instances. There is no foul sewer network in the vicinity of a small number of sites.

4.3.3 Assessment of Infrastructure Needs

Irish Water has advised that this initial assessment is indicative only and based on a desktop exercise to identify the location of an adjacent local network. Foul sewers may need to be extended to the site boundary by the developer on some of the sites where a pumping station is in close proximity to the site. In this instance, it is likely that

⁸ Information provided by Irish Water indicating in 2019 this plant caters for 12,898 (Population Equilant or PE) and the plant has headroom for 2,102 (PE).

infrastructure will connect into the closest pumping station. In addition, local upgrades may be required for some of the sites as well as upgrades to the pumping stations.

The findings of the Drainage Area Plan may influence the location of connection points to the network and may necessitate upgrading of the local pumping stations. This is to be carried out by Irish Water.

4.3.4 Costs and Funding Sources

Individual site serviceability must be confirmed through the Irish Water Pre-Connection Enquiry (PCE) process. New infrastructure will generally be developer led, and developers will need to engage with Irish Water at an early stage via the Irish Water PCE process. Options for the local network will then be reviewed and assessed. The assessment may identify infrastructure upgrades required to supply the specific site demand. The work carried out on the majority of sites will be developer-led. Any other costs in relation to connection fees, or work to be carried out by Irish Water, will be in line with the Connection and Developer charges as per Irish Water charges from 1st April 2019⁹(or as may be revised).

Irish Water has confirmed that they do not have the resources or capacity to carry out a costing exercise and therefore no costing has been provided.

4.4 Drainage/SuDs/Flooding

4.4.1 Responsibility for Delivery

Any drainage works on site will generally be developer led.

4.4.2 Infrastructure Baseline and Deficits

Site nos. 1, 2, 7, 9, 11 and 12 were reviewed by the Kildare County Council Flood Risk Management section and declared to have no known fluvial flood risk¹⁰. Moderate fluvial flood risk was identified in site nos. 3, 8 and 10, while significant fluvial flood risk during return period¹¹ was identified in site no. 9.

4.4.3 Assessment of Infrastructure Needs

It is considered that it may be possible to mitigate flood risk through the construction of a flood risk management scheme.¹² This would require significant further study and a catchment based approach which would demonstrate that the mitigation of any existing risk would not result in increased flood risk elsewhere.¹³ However, it is noted the whole of site no. 9 would receive significant flooding in low return periods (i.e. 1% AEP or 1 in 10 year event) and the Kildare County Council Flood Risk Management section states it would be difficult to overcome this.

4.4.4 Costs and Funding Sources

Kildare County Council Flood Risk Management section intend to appoint a consultant in early 2021 to carry out the Athy Flood Relief Scheme, which will provide protection to existing properties affected by flooding. There are no plans to reduce the flood risk on the sites identified in this study as the OPW will only provide funding when existing properties are at risk. As the Flood Risk Management Scheme for Athy has currently not commenced, it is noted there are no plans to reduce the flood risk on the sites identified with potential flood risk. Funding is available for the

⁹ Attached is a link to this fee schedule: <https://www.water.ie/connections/information/connection-charges/>

¹⁰ Fluvial flooding occurs when rivers and streams break their banks and water flows out onto the adjacent low-lying areas (the natural floodplains). This can arise where the runoff from heavy rain exceeds the natural capacity of the river channel, and can be exacerbated where a channel is blocked or constrained or, in estuarine areas, where high tide levels impede the flow of the river out into the sea. https://www.floodinfo.ie/about_frm/types_and_causes/ (OPW)

¹¹ A Return Period is the period the estimated average time between flood events (e.g. the 100-year flood), although it is noted this period may not be the length of time that will elapse between two such events occurring (e.g. two 100-year floods may occur within the period of 5 years rather than once every 100 years).

¹² Informed by the Environment Department of Kildare County Council.

¹³ Informed by the Environment Department of Kildare County Council.

delivery of the Athy Flood Risk Management Scheme. The delivery of the scheme is identified as a priority within County Kildare by the OPW.

4.5 Parks and Recreation

4.5.1 Responsibility for Delivery

Informal open spaces are managed by Kildare County Council.

4.5.2 Infrastructure Baseline and Deficits

The Social Infrastructure Audit (SIA) carried out as part of the preparation of the LAP considered the parks and recreation facilities required to meet the needs of the future population. These include (but are not limited to the following):

- Neighbourhood park;
- Local Park;
- Amenity Green Space;
- Playspace for children and teenagers;
- Green Corridors; and
- Natural/semi natural green space.

The findings of the SIA highlighted that open space standards are currently exceeded having regard to the existing population of Athy. Whilst all standards decrease with the anticipated population increase, open space provision remains within acceptable standards except, in the provision of playspace.

This means that if the population of Athy is to increase an approximate additional 2,160 persons under the projections of the Local Area Plan, 2.5¹⁴ hectares of playspace area will be required to serve the community within existing and proposed green spaces.

It is noted the Kildare Open Space Strategy 2011 recommends that per 10,000 population an additional two-hectare local park in Athy with active uses.¹⁵

4.5.3 Assessment of Infrastructure needs

Kildare County Council Parks and Recreation section stated concerns that site nos. 8, 10, 11 and 12 are located a significant distance from existing public open spaces and the routes to these spaces are substandard. This section is also concerned that the development of site no. 6 would impact the adjoining river Barrow SAC and Barrow Blueway. They welcome the provision of playing pitch facilities in site 2 but state that, on its own it is not large enough to cater for Athy's growing needs. They also recommend the site to the east of site no. 7 and to the south of the Showgrounds should be earmarked for playing pitch and sport facilities. They further recommend a site north of the neighbourhood park containing Woodstock Castle which adjoins the River Barrow should be upgraded to provide for playing pitches and training facilities.

4.5.4 Costs and Funding Sources

Costings for the delivery of additional parks and recreation infrastructure are not available. Delivery of projects is dependent upon the planning consent process and associated environmental assessments; developer-led funding; or development works associated with a planning consent. Delivery of projects may also be secured through funding opportunities and/or local authority delivery (i.e. via the Development Contributions Scheme).

¹⁴ Kildare County Council (September 2019) 'Athy Social Infrastructure Audit', pg37.

¹⁵ Kildare County Council (September 2019) 'Athy Social Infrastructure Audit', pg54..

4.6 Social Infrastructure

4.6.1 Responsibility for Delivery

The State¹⁶, Kildare County Council and developers are responsible for the delivery of social infrastructure.

4.6.2 Infrastructure Baseline and Deficits

A total of ten education and training facilities were identified in the area. This included four primary schools, two secondary schools and four further education facilities. As of August 2020, there were 12 childcare facilities registered with Tusla Child and Family Agency. Overall childcare facilities are operating at circa. 95% capacity in Athy.

A total of 27 health facilities were identified in the town comprising 1 Primary Care Centre, 1 Health Centre, 5 General Practitioners (GPs), 4 Dentist Practices, 4 Physiotherapists, 2 Nursing Homes, 4 Specialist Services and 6 Pharmacies. Athy is serviced by 20 social / community facilities of varying types and purposes. Included in this category is the Fire Station and Garda Station. There are 9 arts and culture facilities within the town.

4.6.3 Assessment of Infrastructure Needs

Primary schools in Athy are nearing capacity and it was calculated that an additional 254 student spaces are required over the plan period equating to 10 classrooms of 26 pupils each¹⁷. Secondary schools in Athy are currently over capacity, with Athy Community College relying on prefab classrooms. A further 158 additional secondary school places are calculated to be required over the plan period within the study area, plus a further 68 places from the wider rural hinterland is also required. It is noted Athy Community College has secured funding from the Department of Education for an extension to take the capacity to 1,000 students or 560 additional school places, but a planning application has not yet been submitted¹⁸.

Athy is well served by further education facilities and courses. However, it is noted from the 2016 Census records that attainment of third level degrees is lower than the national average. The Local Authority should support these existing facilities and support any development that would help to address a lack of higher educational attainment.

Using the standards set out in Appendix 2 of the *Childcare Guidelines for Planning Authorities (2001)* it is noted that 206 additional childcare places are required to be provided by the end of the plan period in 2027¹⁹. All new residential developments and particularly those in excess of a 10-minute walk-time from existing childcare facilities with sufficient capacity to accommodate that development, should be required to comply with childcare standards and the provision of childcare facilities as part of specific developments.

4.6.4 Costs and Funding Sources

Costings for the delivery of social infrastructure are not available. Delivery of projects is dependent upon the planning consent process and associated environmental assessments and will be achieved through State/Local Government allocations alongside private sector delivery and new residential or commercial development.

¹⁶ To include public bodies such as Health Service Executive (HSE), Department of Education and Skills (DoES), etc and private interests.

¹⁷ Kildare County Council (September 2020) 'Athy Social Infrastructure Audit', pg52.

¹⁸ Kildare County Council (September 2020) 'Athy Social Infrastructure Audit', pg53.

¹⁹ Kildare County Council (September 2020) 'Athy Social Infrastructure Audit', pg53.

5. Criteria and Assessment Scoring

For this assessment, criteria have been developed both from a planning and infrastructural perspective. While a site may be fully serviceable it may not comply with the objectives of the National Planning Framework (NPF) and the Kildare County Development Plan 2017-2023 and therefore all planning criteria must be assessed. The 12 sites within the study area were identified and analysed against each criterion with a weighting applied. Each site was assessed against the criteria set out below in **Table 2** in a two-stage process in order to assess a site's overall suitability for zoning within the Athy Local Area Plan 2021-2027. Stage one assessed the sustainability of a site; stage two assessed the infrastructural provisions to service the site. Each stage was assigned a weighting score. Both scores were then added together to provide an overall ranking. Each option was ranked according to the scoring system as described below and from this the preferred options emerged. **Table 3 and 4** presents the weighted scoring matrix.

Table 2: Matrix Assessment Criteria

| Matrix Assessment Criteria | | | |
|----------------------------|---|--|--------|
| Stage | Criteria | Explanation | Weight |
| 1 | County Development Plan Core Strategy Compliance | <i>Whether or not the subject lands comply with the provisions of the Core Strategy of the Kildare County Development Plan 2017-2023 (Variation No. 1) with regard to compliance with the settlement and growth strategy for the County, economic development objectives, objectives relating to sustainable and integrated communities, appropriate development and climate change.</i> | 400 |
| | Does the site adhere to the National Planning Framework Strategic Outcomes | <i>A) Compact Growth B) Enhanced Regional Accessibility; A Strong Economy supported by Enterprise, Innovation and Skills; and High-Quality International Connectivity. C) Sustainable Mobility; and Transition to a Low Carbon and Climate Resilient Society D) Enhanced Amenity and Heritage</i> | |
| 2 | Roads and Transportation | <i>This criterion examines the site's accessibility to the existing road network, the level of existing infrastructure, (i.e footpaths, lighting etc) constraints envisaged, any existing plans in place or committed funding for upgrade works, the estimated costs, where known, of such works and whether such works were aligned to an approved infrastructural investment programme. In terms of public transportation, the site's proximity and accessibility to existing public transport infrastructure was examined.</i> | 600 |
| | Water Supply | <i>Existing network infrastructural issues were examined alongside the level and cost of upgrades required. In addition the sites proximity to existing public water mains was examined.</i> | |
| | Wastewater | <i>Existing network infrastructural issues were examined alongside level and cost of upgrades required. In addition the site's proximity and potential accessibility to the existing public Wastewater network was examined.</i> | |
| | Drainage, Extent of SUDs requirements and Flood Risk | <i>This criterion was examined to ascertain whether there were existing drainage works in place on the subject lands, the potential extent of Sustainable Urban Drainage Systems (SUDS) that may be required to serve the subject lands. In addition, an examination was also carried out with regard to the potential flood risk associated with the subject lands. The assessment of lands, where applicable, was carried out using local technical knowledge of the lands, OPW CFRAM mapping and assessing the baseline findings which form part of the Strategic Flood Risk Assessment carried out for the plan area. Where it was found that lands were identified as falling within the 1 in 100 or 1 in 1000 year flood zoning, such lands were subject to the justification test in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities, November 2009 (DEHLG and OPW). Once the justification test had been completed and where lands were found to pass the justification test a mark of 50 was applied to complete the infrastructural assessment table.</i> | |
| | Parks, Recreation and Amenity enhancement | <i>This criterion examined sites with regard to their proximity to existing facilities, the extent of connectivity works required to access such facilities and the potential opportunities that the development of such lands would present for enhancing such facilities.</i> | |
| | Social Infrastructure | <i>The examination of social infrastructure was informed by the Social Infrastructure Audit (SIA) carried out as part of the overall plan making process and involved assessing the proximity of lands to existing service infrastructure such as crèche facilities, schools, health care facilities, town centre services and neighbourhood centres.</i> | |

Source: Formulated using the NPF and the Kildare County Development Plan 2017-2023

Stage 1: Planning Criteria

Table 3: Infrastructural Assessment Weighted Scoring Matrix for Development Plan and NPF

| Athy Local Area Plan 2021-2027 - Planning Criteria Weighted Scoring Matrix | | | | | | | | | | | | | |
|---|---------------|------------|------------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|-----------|-----------|
| Criteria | Weighting | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| <i>Kildare County Development Plan 2017-2023</i> | 200.00 | 80 | 80 | 60 | 60 | 160 | 20 | 160 | 20 | 140 | 20 | 20 | 20 |
| <i>Does the Site adhere to the National Planning Framework Strategic Outcomes</i> | 200.00 | 54 | 60 | 48 | 38 | 60 | 38 | 95 | 38 | 48 | 38 | 38 | 38 |
| Totals | 400.00 | 134 | 140 | 108 | 98 | 220 | 58 | 255 | 58 | 188 | 58 | 58 | 58 |

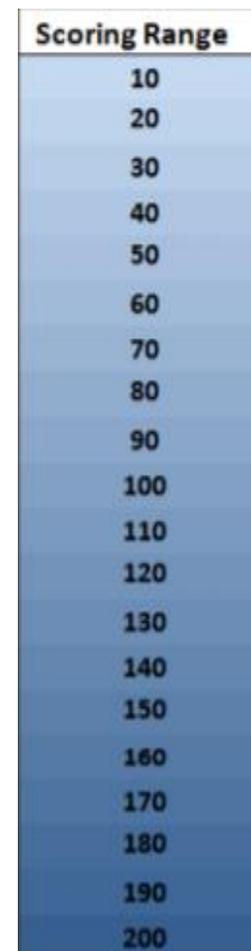
Source: Desktop, Site Survey (September 2020)

Stage 2: Infrastructural Criteria

Table 4: Infrastructural Assessment Weighted Scoring Matrix

| Athy Local Area Plan 2021-2027 - Infrastructural Assessment Weighted Scoring Matrix | | | | | | | | | | | | | |
|---|---------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Criteria | Weighting | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| <i>Roads and Transportation</i> | 100.00 | 49 | 49 | 16 | 17 | 44 | 32 | 67 | 3 | 94 | 2 | 2 | 2 |
| <i>Water Supply</i> | 100.00 | 45 | 55 | 23 | 25 | 53 | 25 | 75 | 45 | 80 | 43 | 43 | 43 |
| <i>Wastewater</i> | 100.00 | 50 | 48 | 28 | 28 | 55 | 25 | 63 | 43 | 63 | 28 | 28 | 28 |
| <i>Drainage, SuDS and Flooding</i> | 100.00 | 70 | 70 | 25 | 25 | 30 | 0 | 70 | 20 | 50 | 70 | 70 | 70 |
| <i>Parks and Rec</i> | 100.00 | 30 | 50 | 30 | 20 | 40 | 30 | 60 | 20 | 40 | 20 | 20 | 20 |
| <i>Social Infrastructure</i> | 100.00 | 40 | 40 | 40 | 20 | 45 | 15 | 40 | 10 | 46 | 0 | 0 | 0 |
| Totals | 600.00 | 284 | 312 | 161 | 135 | 267 | 127 | 375 | 141 | 373 | 162 | 162 | 162 |

Source: Consultee Responses (October/November 2020)



5.1 Categorisation of Sites

All selected sites within the study area were identified and analysed against each category with a weighting applied. The scoring applied to a site is represented by colours and ranges from:

- a strong level of planning and serviceability/infrastructural provision with a high-ranking score (dark green) to;
- a medium level of planning and serviceability/infrastructural provision with a medium ranking score (orange / light red) to;
- a poor level of planning and serviceability/ infrastructure provision with a low-ranking score (dark red).

In the case of lands identified as falling within the '*extremely high*' or '*high*' level of serviceability rating a high-ranking score was applied which equates to Tier 1 lands in accordance with the National Planning Framework tiered approach to zoning. Such lands are serviced land, comprising of lands that are able to connect to existing development services for which there is service capacity²⁰ available and therefore shall be able to accommodate new development. In such instances the site scores well on sustainable planning criteria also.

Where lands fall within a medium ranking score such lands were deemed to have a '*medium to high*' or '*medium*' level of serviceability. These lands can be described as serviceable land, comprising lands that are not currently sufficiently serviced to support new development but have the potential to become fully serviced within the life of the plan or where there are planned infrastructure upgrades. In such instances the site scores moderately on sustainable planning criteria also.

All lands with a very low score were deemed to demonstrate a poor level of serviceability and were excluded from consideration in forming the designation of zonings for the plan area. There are major infrastructural deficiencies and/or these sites score poorly on sustainable planning criteria. These lands are classed as '*No Development*' and excluded from the assessment.

Table 4 (see overleaf) identifies the overall score and ranking for each site identified and categorises the sites into Tier 1 and Tier 2 lands. **Figure 3** provides a visual illustration of the site ranking while illustrating the tiered status of each site.

²⁰ As per information received from internal departments of Kildare County Council and external agencies Irish Water has, however, advised that there is limited capacity at the treatment works and new connections will be on a first come / first served basis.

Site Ranking Table from Sheet 1 of the IA Scoring Matrix**Table 5: Site Rankings**

| Site Ranking - on foot of assessment | | | | |
|--------------------------------------|---|-------------|----------------|--|
| Site Name and Reference | | Total Score | Tier | Zoning Determination |
| 1 | East of Fortbarrington Road (C15) | 418 | Tier 2 | New residential zoning |
| 2 | Site north of Andrew Meadows (C13) | 452 | Tier 2 | Majority open space use with minor residential use. |
| 3 | Site south of Andrew Meadows (C20 and C26) | 269 | No development | Re-zone/agriculture |
| 4 | Site east of Fortbarrington Road (Tonlegee (C33) | 232 | No development | Re-zone/agriculture |
| 5 | Site in Tomard, north of Moneen Lane (C2) | 487 | Tier 2 | New residential zoning |
| 6 | Site between the River Barrow and Coneyboro (C12 and C27) | 185 | No development | Re-zone/agriculture/open space |
| 7 | Site south Aughaboura Road (Chanterlands) (C11) | 630 | High Tier 2 | Majority new residential zoning with minority open space |
| 8 | Site north of Geraldine Road (C21) | 198 | No development | Re-zone/agriculture |
| 9 | Site on the southern side of Dublin Road (C9) | 560 | Tier 2 | New residential zoning |
| 10 | Site north of Geraldine Road (C34) | 220 | No development | Re-zone/agriculture |
| 11 | Site east of Geraldine Road (C30) | 220 | No development | Re-zone/agriculture |
| 12 | Site in Prusselstown and Geraldine (C31) | 220 | No development | Re-zone/agriculture |

Source: Desktop, Site Survey and consultee responses (September, October and November 2020)

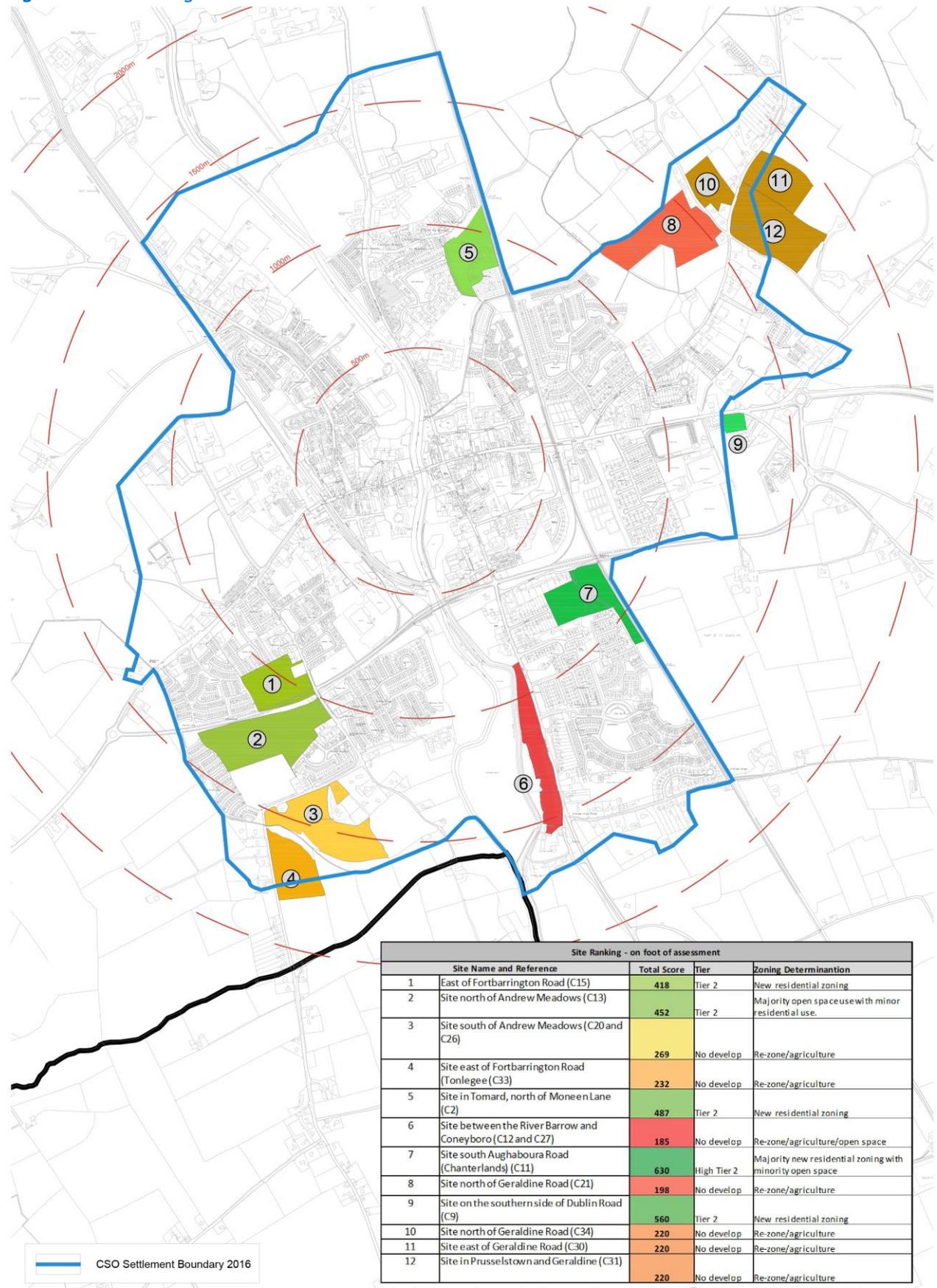
Table 6: Tier Determination Range

| Tier Determination Range | | |
|--------------------------|---------|----------------|
| Low | 0-400 | No Development |
| Med | 401-699 | Tier 2 |
| High | 700+ | Tier 1 |

Source: 2020-2026 Leixlip Sustainable Planning and Infrastructural Assessment criteria 2020-2026

The findings of both the qualitative and quantitative assessments have informed an evidence-based assessment of each site. As a result of this assessment it is clear that, for a range of infrastructural reasons, sites Nos. 3, 4, 6, 8, 10, 11 and 12 are not well placed to deliver housing in the short to medium term. Site Nos. 1, 2, 5, 7 and 9 have been identified as Tier 2 lands having some potential to deliver housing within the lifetime of the plan. These sites will require some infrastructural investment prior to their full development. Site-specific assessments are also recommended for some sites to address issues such as potential flood risk.

Figure 3: Site rankings



Source: Desktop, Site Survey and consultee responses (September, October and November 2020)

6. Findings and Infrastructure Implementation/Delivery Schedule

Seven sites were identified as unsuitable for development. These sites scored poorly for a variety of reasons including an excessive distance to existing services, under provision of supporting infrastructure and a high degree of flood risk. These sites did not meet the classification of Tier 1 or Tier 2 status (Sites Nos. 3, 4, 6, 8, 10, 11 and 12).

The other five sites were identified as suitable to potentially deliver housing in the short to medium term. All of these sites were classified Tier 2 (Site Nos. 1, 2, 5, 7 and 9). A landbank south of the showgrounds and the future Athy Distributor Road and east of site No. 7 was also identified as a larger site which is suitable for the expansion of the urban settlement over the longer term. This site has been mapped on the Athy Strategic Environmental Assessment alternatives (December 2020) document.

As a result of the findings of this Sustainable Planning and Infrastructural Assessment, it is recommended that five sites are zoned 'New Residential' in the Athy Local Area Plan 2021-2027. All of these sites are classed as Tier 2 lands as they require some infrastructure to become serviced sites. All five sites could be delivered over the course of this Local Area Plan, but the three located to the south (sites 1, 2 and 7) require the full development of the Athy Distributor Road prior to commencement, while the rest will benefit from this relief road.

The realisation of the Athy Local Area Plan 2021-2027 will be dependent on the timely delivery of a wide range of infrastructure. This Sustainable Planning and Infrastructure Assessment provides an assessment of transportation, water and Wastewater utilities, community and social infrastructure and services that will be required to inform appropriate land use zoning and support future development. **Table 4** sets out the key infrastructure necessary and funding sources, in a staged delivery schedule, in order to achieve the timely delivery of the objectives of the Athy Local Area Plan 2021-2027.

6.1 Funding Sources

This Sustainable Planning and Infrastructural Assessment identifies a range of strategic and local infrastructure necessary to facilitate development in the Plan area. The delivery of all infrastructure is funding dependant. The key funding sources for the delivery of infrastructure are:

Developer The developer of the land / infrastructure provides the funding to deliver the infrastructure or provides the infrastructure directly.

State LIHAF funding (or similar), Urban/Rural Regeneration Development Funding, Smarter Travel funding, Irish Water (IW), Transport Infrastructure Ireland (TII), National Transport Authority (NTA), OPW, Department of Education, LEADER/SICAP funding, other government departments, etc.

Kildare County Council Kildare County Council Development Contribution Scheme, CC Capital Works Programme, etc.

6.2 Implementation and Infrastructure Delivery Schedule

The lifetime of the Local Area Plan is six years. The delivery schedule is divided in to the following four phases as well as an on-going stage with delivery throughout the plan lifetime and beyond:

| | |
|-----------------------|---|
| <u>Immediate term</u> | Year 1 and Year 2 |
| <u>Short term</u> | Year 3 to Year 4 |
| <u>Medium term</u> | Year 5 to Year 6 |
| <u>Long term</u> | 7 years plus |
| <u>On-going</u> | Throughout the plan lifetime and beyond |

This schedule should be regarded as a ‘living’ programme. It will be reviewed at regular intervals to assess how the implementation is progressing and the availability of resources as new sources of funding and/or providers emerge. The delivery schedule is presented to correlate with **Table 4** ‘Site Ranking’ and represents the sites that scored the highest to lowest.

Table 7: Site rankings ranked high to low²¹

Tier 2 Sites

The sites listed below attained a sufficient number of ranking points to achieve Tier 2 status and therefore will be zoned for in the Athy Local Area Plan 2021-2027.

| Site Ref/ Name | Infrastructure | Delivery Schedule | Funding |
|--|----------------|-------------------------|------------------------------|
| 7. Site south Aughaboura Road (Chanterlands) (C11) | | | |
| Roads and Transportation | | | |
| Implement measures identified in ‘AthyArea Based Transport Assessment’ and Athy Local Area Plan 2021-2027. | | Immediate – Long Term | Developer, State, KCC |
| General Cycle Improvements (Approx. cost 1km X €1.5 M/km = €1.5 M) | | Immediate – Medium Term | Developer, State, KCC |
| New junction for the Athy Distributor Road (Approx. cost €1M) | | Immediate – Medium Term | Developer, State, KCC |
| Water and Wastewater | | | |
| Sewers and watermains in estate immediately to the west (10 metres) but would have to be reviewed for suitability. Downstream combined sewer to be checked | | Immediate – Medium Term | Developer, State (IW) |
| Town centre drainage upgrade works planned but no project yet. | | Medium – Long Term | Developer, State (IW) |
| Drainage, SuDs and Flooding | | | |
| No known fluvial flood risk on this site. | | Immediate – Medium Term | Developer, State, KCC, (OPW) |
| Parks and Recreation | | | |
| Within walking distance of existing to existing green infrastructure | | N/A | N/A |
| Social Infrastructure | | | |
| Within walking distance of existing pre-schools general practitioners and the town centre. | | N/A | N/A |
| Not within walking distance of existing primary schools and secondary schools. | | N/A | N/A |
| Kildare County Development Plan 2017-2023 | | | |
| This site would be an infill site within the CSO settlement boundary of Athy, which is near the town centre. Athy Distributor Road is required to be completed for the development of this site. | | N/A | N/A |
| National Planning Framework Strategic Outcomes | | | |
| Town centre/Infill site | | N/A | N/A |
| Train Station is approximately 500m from the site. | | N/A | N/A |
| No cycle lane within the vicinity of this site. | | N/A | N/A |

| Site Ref/ Name | Infrastructure | Delivery Schedule | Funding |
|--|----------------|-----------------------|-----------------------|
| 9. Site on the southern side of Dublin Road (C9) | | | |
| Roads and Transportation | | | |
| Implement measures identified in ‘Athy Area Based Transport Assessment’ and Athy Local Area Plan 2021-2027. | | Immediate – Long Term | Developer, State, KCC |
| Recent Primary Care Centre development set back boundary which allows for a 3 metre wide combined walkway/ cycleway. | | Complete | Developer, State, KCC |

²¹ Site Nos. 7, 9, 5, 2, 1, 3, 4, 10, 11, 12, 8 and 6. Note site nos. 7, 9, 5, 2 and 1 are Tier 2 sites and site nos. 3, 4, 10, 11, 12, 8 and 6 are site classed as non-developable.

| | | |
|--|-------------------------|------------------------------|
| Good location already has linkage to New N78 section/ M9. Once Carlow Road is rerouted it will have nearby access to the Athy Distributor Road | N/A | N/A |
| Water and Wastewater | | |
| Site is not serviced nearest sewer is 150m in adjoining estate to the west. However, this goes into a combined sewer downstream that could be constrained. There is a watermain 80m to the east of the north of the site | Immediate – Medium Term | Developer, State (IW) |
| Drainage, SuDs and Flooding | | |
| No known fluvial flood risk on this site. | Immediate – Medium Term | Developer, State, KCC, (OPW) |
| Parks and Recreation | | |
| Located greater than 10-12-minute walk from town centre, River Barrow, Grand Canal | N/A | N/A |
| Site adjoins the showgrounds which contains many sports clubs/organisations. | N/A | N/A |
| Social Infrastructure | | |
| Within walking distance of existing pre-schools, primary schools, general practices and the local neighbourhood centre. | N/A | N/A |
| Not within walking distance of existing secondary schools. | N/A | N/A |
| Kildare County Development Plan 2017-2023 | | |
| This site would be within the CSO settlement boundary of Athy. It is noted that a portion of the site has extant permission for 11 new residential units. | N/A | N/A |
| National Planning Framework Strategic Outcomes | | |
| Within CSO settlement boundary | N/A | N/A |
| 1.3km to train station | N/A | N/A |
| No cycle lane within the vicinity of this site. | N/A | N/A |
| The site would benefit from the provision of the Athy Distributor Road and therefore may provide a through way to a sports facility to the west. | N/A | N/A |

| Site Ref/ Name | Infrastructure | Delivery Schedule | Funding |
|---|----------------|-------------------------|------------------------------|
| 5. Site in Tomard, north of Moneen Lane (C2) | | | |
| Roads and Transportation | | | |
| Implement measures identified in 'Athy Area Based Transport Assessment' and Athy Local Area Plan 2021-2027. | | Immediate – Long Term | Developer, State, KCC |
| General Cycle Improvements (Approx. cost 1km X €1.5 M/km = €1.5 M) | | Immediate – Medium Term | Developer, State, KCC |
| Water and Wastewater | | | |
| Sewer and watermains in adjacent housing estates but would have to be reviewed for suitability. Combined sewers to the south could be constrained | | Immediate – Medium Term | Developer, State (IW) |
| Town centre drainage upgrade works planned but no project yet. | | Medium – Long Term | Developer, State (IW) |
| Drainage, SuDs and Flooding | | | |
| Fluvial flooding in higher return periods along the line of the stream at the site boundary. | | Immediate – Medium Term | Developer, State, KCC, (OPW) |
| It may be possible to mitigate the flood risk through the construction of a flood risk management scheme. This would require a site-specific assessment and a catchment based approach which would demonstrate that the mitigation of any existing risk would not result in increased flood risk elsewhere. | | Immediate – Medium Term | Developer, State, KCC, (OPW) |
| There are no plans to reduce the flood risk on these lands as the OPW will only provide funding when existing properties are at risk. | | N/A | N/A |
| Parks and Recreation | | | |
| Within walking distance of existing green infrastructure | | N/A | N/A |
| Social Infrastructure | | | |
| Within walking distance of existing pre-schools, primary schools, secondary schools and the local neighbourhood centre. | | N/A | N/A |
| Not within walking distance of existing to general practitioners. | | N/A | N/A |
| Kildare County Development Plan 2017-2023 | | | |
| This site would be an infill site within the CSO defined settlement boundary of Athy. The development of this site would improve permeability by creating a more direct routes to schools (located to the north) from the centre of Athy (located to the south). | | N/A | N/A |
| National Planning Framework Strategic Outcomes | | | |
| Within CSO settlement boundary and an infill site | | N/A | N/A |
| Train Station is approximately 1.5km from the site. | | N/A | N/A |

| Site Ref/ Name | Infrastructure | Delivery Schedule | Funding |
|---|----------------|-------------------------|-----------------------|
| 2. Site north of Andrew Meadows (C13) | | | |
| Roads and Transportation | | | |
| Implement measures identified in 'Athy Area Based Transport Assessment' and Athy Local Area Plan 2021-2027. | | Immediate – Long Term | Developer, State, KCC |
| Development not possible until the Athy Distributor Road is completed. Dependent on historic and congested main street for access to the M9 motorway/ Railway Station | | Immediate – Medium Term | Developer, State, KCC |
| General Cycle Improvements (Approx. cost 1.6 km X €1.5 M = Estimated Cost €2.4 M) | | Immediate – Medium Term | Developer, State, KCC |
| Water and Wastewater | | | |

| | | |
|--|-------------------------|------------------------------|
| Dependent on-site levels, there is a 225 sewer in the road to the east of the site. Also, a watermain is present. | Immediate – Medium Term | Developer, State (IW) |
| Drainage, SuDs and Flooding | | |
| A Strategic Flood Risk Assessment of potential for delivery of the required surface water services to support new development and specific details to be provided to the planning authority for consideration and publication alongside draft and final Local Area Plan. No known fluvial flood risk on this site. | Immediate – Medium Term | Developer, State, KCC, (OPW) |
| Parks and Recreation | | |
| Formation of a training facility on this site is welcomed but a masterplan is required. | N/A | N/A |
| Social Infrastructure | | |
| Within walking distance of the existing local neighbourhood centre and pre-schools. | N/A | N/A |
| Not within walking distance of existing primary schools, secondary schools and general practices. | N/A | N/A |
| Kildare County Development Plan 2017-2023 | | |
| While this site would not extend the built-up area of Athy, it is still a substantial distance from the centre of Athy. New road infrastructure is required to develop this site. It is noted this site is in council ownership. | N/A | N/A |
| National Planning Framework Strategic Outcomes | | |
| Within CSO settlement boundary | N/A | N/A |
| 2km to train station | N/A | N/A |
| No cycle lane within the vicinity of this site. | N/A | N/A |
| The site would benefit from the provision of the Athy Distributor Road and the provision of training facilities in this location would be welcomed. | N/A | N/A |

| Site Ref/ Name | Infrastructure | Delivery Schedule | Funding |
|--|----------------|-------------------------|------------------------------|
| 1. Site east of Fortbarrington Road (Blackparks) (C15) | | | |
| Roads and Transportation | | | |
| Implement measures identified in 'Athy Area Based Transport Assessment' and Athy Local Area Plan 2021-2027. | | Immediate – Long Term | Developer, State, KCC |
| Improvements needed to Fortbarrington Road L8990, localised where new Athy Distributor Road crosses L8990. | | Immediate – Medium Term | Developer, State, KCC |
| General Cycle Improvements (Approx. cost 1.5 km x €1.5 M/km = Estimated Cost €2.25 M) | | Immediate – Medium Term | Developer, State, KCC |
| Water and Wastewater | | | |
| No IW Sewer, adjacent to this site (not on GIS) Could link in with site no. 5 to the south, dependent on site levels or longer route down the road. Watermain in road to the east. | | Medium – Long term | Developer, State (IW) |
| Drainage, SuDs and Flooding | | | |
| No known fluvial flood risk on this site. | | Immediate – Medium Term | Developer, State, KCC, (OPW) |
| Parks and Recreation | | | |
| Formation of a training facility on site No.2 to the south would benefit this site. Good access to existing green infrastructure. | | N/A | N/A |
| Social Infrastructure | | | |
| Within walking distance of the existing local neighbourhood centre and pre-schools. | | N/A | N/A |
| Not within walking distance of existing to primary schools, secondary schools and general practices. | | N/A | N/A |
| Kildare County Development Plan 2017-2023 | | | |
| While this site would not extend the built-up area of Athy, it is still a substantial distance from the centre of Athy. New road infrastructure is required to develop this site. | | N/A | N/A |
| National Planning Framework Strategic Outcomes | | | |
| Within CSO settlement boundary | | N/A | N/A |
| 1.8km to train station | | N/A | N/A |
| No cycle lane within the vicinity of this site. | | N/A | N/A |
| The site would benefit from the provision of the Athy Distributor Road. | | N/A | N/A |

Non-Developable Sites

The sites listed below did not attain a sufficient number of ranking points to achieve Tier 1 or Tier 2 status and therefore will not be zoned for development over the lifetime of this Athy Local Area Plan 2021-2027.

| Site Ref/ Name | Infrastructure | Delivery Schedule | Funding |
|--|----------------|-----------------------|-----------------------|
| 3. Site south of Andrew Meadows (C20 and C26) | | | |
| Roads and Transportation | | | |
| Implement measures identified in 'Athy Area Based Transport Assessment' and Athy Local Area Plan 2021-2027. | | Immediate – Long Term | Developer, State, KCC |
| Existing Fortbarrington Road L8990 is narrow and third-party agreement required to improve the facilities for vulnerable road users. | | Medium – Long Term | Developer, State, KCC |
| General Cycle Improvements (Approx. cost 2.25 km @ €1.5 M/km = €3.375 M) | | Medium – Long Term | Developer, State, KCC |
| Water and Wastewater | | | |
| Sewer immediately to the north (dependent on levels). Watermains not showing on GIS and not clear whether there is a group scheme here. | | Medium – Long Term | Developer, State (IW) |

| | | |
|---|---------------------|------------------------------|
| This is a low point on the network (near pumping station) so possible Increase of flooding risk. | | |
| Drainage, SuDs and Flooding | | |
| Fluvial flooding in all return periods along the line of the stream at the site boundary. It may be possible to mitigate the flood risk through the construction of a flood risk management scheme. This would require a site-specific assessment and a catchment based approach which would demonstrate that the mitigation of any existing risk would not result in increased flood risk elsewhere. There are no plans to reduce the flood risk on these lands as the OPW will only provide funding when existing properties are at risk. | Short – Medium Term | Developer, State, KCC, (OPW) |
| Parks and Recreation | | |
| Sufficient access to existing green infrastructure and proposed playing pitches. | N/A | N/A |
| Social Infrastructure | | |
| Within walking distance of existing pre-schools and a local neighbourhood centre. | N/A | N/A |
| Not within walking distance of existing primary and secondary schools and general practitioners. | N/A | N/A |
| Kildare County Development Plan 2017-2023 | | |
| It is noted that the site is located inside the CSO boundary which defines the built-up area of Athy. However, new road infrastructure is required to develop this site and the development of this site would be contrary to a Sequential Development Approach. It is also noted this site has some drainage issues. | N/A | N/A |
| National Planning Framework Strategic Outcomes | | |
| Within CSO settlement boundary and an infill site | N/A | N/A |
| Train Station is approximately 2.4km from the site. | N/A | N/A |
| No cycle lanes within the vicinity of this site. | N/A | N/A |

| Site Ref/ Name | Infrastructure | Delivery Schedule | Funding |
|---|----------------|-------------------------|------------------------------|
| 4. Site east of Fortbarrington Road (Tonlegee) (C33) | | | |
| Roads and Transportation | | | |
| Implement measures identified in 'Athy Area-Based Transport Assessment' and Athy Local Area Plan 2021-2027. | | Immediate – Long Term | Developer, State, KCC |
| General Cycle Improvements (Approx. cost 2.6km X €1.5 M/km = €3.9 M) | | Immediate – Medium Term | Developer, State, KCC |
| Dependent on historic and congested Main street for access to the M9 motorway / Railway Station until new Athy Distributor Road completed. | | Immediate – Medium Term | Developer, State, KCC |
| Water and Wastewater | | | |
| Sewer immediately to the north (dependent on levels). Watermains not showing on GIS, not clear whether there is a group scheme here. | | Immediate – Medium Term | Developer, State (IW) |
| This is a low point on the network (near pumping station) so possible Increase of flooding risk. | | Medium – Long Term | Developer, State (IW) |
| Drainage, SuDs and Flooding | | | |
| Fluvial flooding in all return periods along the line of the stream at the site boundary. | | Immediate – Medium Term | Developer, State, KCC, (OPW) |
| It may be possible to mitigate the flood risk through the construction of a flood risk management scheme. This would require a site-specific assessment and a catchment based approach which would demonstrate that the mitigation of any existing risk would not result in increased flood risk elsewhere. | | Immediate – Medium Term | Developer, State, KCC, (OPW) |
| There are no plans to reduce the flood risk on these lands as the OPW will only provide funding when existing properties are at risk. | N/A | | N/A |
| Parks and Recreation | | | |
| Significant distance from existing green infrastructures but would benefit from proposed playing pitches and train centre on site No. 2. | N/A | | N/A |
| Social Infrastructure | | | |
| Within walking distance of existing pre-schools and the local neighbourhood centre. | N/A | | N/A |
| Not within walking distance of existing primary schools, secondary schools and general practitioners. | N/A | | N/A |
| Kildare County Development Plan 2017-2023 | | | |
| This site would be within the CSO boundary of Athy, it would if developed be contrary to the principle of sequential development and unnecessarily extend the built-up area of the town. Furthermore, there are some flooding issues on this site. | N/A | | N/A |
| National Planning Framework Strategic Outcomes | | | |
| Within CSO settlement boundary and an infill site | N/A | | N/A |
| Train Station is approximately 2.4km from the site. | N/A | | N/A |
| No cycle lanes within the vicinity of this site. | N/A | | N/A |

| Site Ref/ Name | Infrastructure | Delivery Schedule | Funding |
|---|----------------|-----------------------|-----------------------|
| 10. Site north of Geraldine Road (C34) | | | |
| Roads and Transportation | | | |
| Implement measures identified in 'Athy Area Based Transport Assessment' and Athy Local Area Plan 2021-2027. | | Immediate – Long Term | Developer, State, KCC |
| Not suitable to allow development without major infrastructure works. Dependent on future adjacent development and third-party lands. Geraldine Road (L4007) is a narrow local road with limited scope to accommodate heavier flows and space to construct vulnerable road user facilities. | | Long Term | Developer, State, KCC |
| General Cycle Improvements (Approx. cost 1.1 Km X €5 M/ Km = Estimated cost €5.5 M) | | Medium – Long Term | Developer, State, KCC |
| Water and Wastewater | | | |

| | | |
|---|-------------------------|------------------------------|
| No sewer near this site and watermain is located 20m to the east. It is noted town centre drainage upgrade works planned but no project yet. | Medium – Long Term | Developer, State (IW) |
| Drainage, SuDs and Flooding | | |
| Fluvial flood risk in 0.1% Annual Exceedance Probability in corner of site. | Immediate – Medium Term | Developer, State, KCC, (OPW) |
| It may be possible to mitigate the flood risk through the construction of a flood risk management scheme. This would require a site-specific assessment and a catchment based approach which would demonstrate that the mitigation of any existing risk would not result in increased flood risk elsewhere. | Immediate – Medium Term | Developer, State, KCC, (OPW) |
| There are no plans to reduce the flood risk on these lands as the OPW will only provide funding when existing properties are at risk. | N/A | N/A |
| Parks and Recreation | | |
| Peripheral location which has poor connectivity to existing green infrastructure. | N/A | N/A |
| Social Infrastructure | | |
| Not within walking distance of the existing local neighbourhood centre, pre-schools, primary schools, secondary schools and general practices. | N/A | N/A |
| Kildare County Development Plan 2017-2023 | | |
| While this site would be partially within the CSO settlement boundary of Athy it would needlessly extend the built-up area and is not adequately serviced. | N/A | N/A |
| National Planning Framework Strategic Outcomes | | |
| Within CSO settlement boundary | N/A | N/A |
| 2km to train station | N/A | N/A |
| No cycle lane within the vicinity of this site. | N/A | N/A |
| The development of this peripheral site would undermine the principles of sequential development and compact growth. | N/A | N/A |

| Site Ref/ Name | Infrastructure | Delivery Schedule | Funding |
|---|----------------|-------------------------|------------------------------|
| 11. Site east of Geraldine Road (C30) | | | |
| Roads and Transportation | | | |
| Implement measures identified in 'Athy Strategic Transport Assessment' and Athy Local Area Plan 2021-2027. | | Immediate – Long Term | Developer, State, KCC |
| Major work required along the L-40071-0 and L-40071-1 to connect to the R418. Existing Geraldine Road is geometrically constrained with limited capacity to widen. An alternative route is needed to accommodate any growth in traffic. | | Medium – Long Term | Developer, State, KCC |
| General Cycle Improvements (Approx. cost 1.1 Km X €5 M/ Km = Estimated cost €5.5 M) | | Medium – Long Term | Developer, State, KCC |
| Water and Wastewater | | | |
| No sewer near this site and watermain is located 10m away. It is noted town centre drainage upgrade works planned but no project yet. | | Medium – Long Term | Developer, State (IW) |
| Drainage, SuDs and Flooding | | | |
| No known fluvial flood risk on this site. | | Immediate – Medium Term | Developer, State, KCC, (OPW) |
| Parks and Recreation | | | |
| Peripheral location which has poor connectivity to existing green infrastructure. | | N/A | N/A |
| Social Infrastructure | | | |
| Not within walking distance of the existing local neighbourhood centre, pre-schools, primary schools, secondary schools and general practices. | | N/A | N/A |
| Kildare County Development Plan 2017-2023 | | | |
| While this site would be partially within the CSO settlement boundary of Athy it would needlessly extend the built-up area and is not adequately serviced. | | N/A | N/A |
| National Planning Framework Strategic Outcomes | | | |
| Within CSO settlement boundary | | N/A | N/A |
| 2km to train station | | N/A | N/A |
| No cycle lane within the vicinity of this site. | | N/A | N/A |
| The development of this peripheral site would undermine the principles of sequential development and compact growth. | | N/A | N/A |

| Site Ref/ Name | Infrastructure | Delivery Schedule | Funding |
|---|----------------|-----------------------|-----------------------|
| 12. Site in Prusselstown and Geraldine (C31) | | | |
| Roads and Transportation | | | |
| Implement measures identified in 'Athy Strategic Transport Assessment' and Athy Local Area Plan 2021-2027. | | Immediate – Long Term | Developer, State, KCC |
| Major work required along the L-40071 to connect to the R418. Existing Geraldine Road is geometrically constrained with limited capacity to widen. An alternative route is needed to accommodate any growth in traffic. | | Medium – Long Term | Developer, State, KCC |
| General Cycle Improvements (Approx. cost 0.625 Km X €5 M/Km = Estimated cost €3.125 M) | | Medium – Long Term | Developer, State, KCC |
| Water and Wastewater | | | |
| No sewer near this site and watermain is immediately adjacent. It is noted town centre drainage upgrade works planned but no project has yet been announced. | | Medium – Long Term | Developer, State (IW) |
| Drainage, SuDs and Flooding | | | |

| | | |
|--|-------------------------|------------------------------|
| No known fluvial flood risk on this site. | Immediate – Medium Term | Developer, State, KCC, (OPW) |
| Parks and Recreation | | |
| Peripheral location which has poor connectivity to existing green infrastructure. | N/A | N/A |
| Social Infrastructure | | |
| Not within walking distance of the existing local neighbourhood centre, pre-schools, primary schools, secondary schools and general practices. | N/A | N/A |
| Kildare County Development Plan 2017-2023 | | |
| While this site would be partially within the CSO settlement boundary of Athy it would needlessly extend the settlement area and is not adequately serviced. | N/A | N/A |
| National Planning Framework Strategic Outcomes | | |
| Within CSO settlement boundary | N/A | N/A |
| 1.3km to train station | N/A | N/A |
| No cycle lane within the vicinity of this site. | N/A | N/A |
| The development of this peripheral site would undermine the principles of sequential development and compact growth. | N/A | N/A |

| Site Ref/ Name | Infrastructure | Delivery Schedule | Funding |
|---|----------------|-------------------------|------------------------------|
| 8. Site north of Geraldine Road (C21) | | | |
| Roads and Transportation | | | |
| Implement measures identified in 'Athy Area Based Transport Assessment' and Athy Local Area Plan 2021-2027. | | Immediate – Long Term | Developer, State, KCC |
| The route connecting the development to the town and motorway is not of sufficient standard. | | Medium – Long Term | Developer, State, KCC |
| General Cycle Improvements (Approx. cost 1.1 Km X €5 M/ km = Estimated cost €5.5 M) | | Medium – Long Term | Developer, State, KCC |
| Water and Wastewater | | | |
| Sewers and watermains in estate immediately to the west but would have to be reviewed for suitability. Downstream combined sewer to be checked | | Medium – Long Term | Developer, State (IW) |
| Drainage, SuDs and Flooding | | | |
| Fluvial flood risk in 0.1% Annual Exceedance Probability in corner of site. | | Immediate – Medium Term | Developer, State, KCC, (OPW) |
| It may be possible to mitigate the flood risk through the construction of a flood risk management scheme. This would require a site-specific assessment and a catchment-based approach which would demonstrate that the mitigation of any existing risk would not result in increased flood risk elsewhere. | | Immediate – Medium Term | Developer, State, KCC, (OPW) |
| There are no plans to reduce the flood risk on these lands as the OPW will only provide funding when existing properties are at risk. | | N/A | N/A |
| Parks and Recreation | | | |
| Peripheral location which has poor connectivity to existing green infrastructure. | | N/A | N/A |
| Social Infrastructure | | | |
| Not within walking distance of the existing local neighbourhood centre, pre-schools, primary schools, secondary schools and general practices. | | N/A | N/A |
| Kildare County Development Plan 2017-2023 | | | |
| While this site would be partially within the CSO settlement boundary of Athy it would needlessly extend the built-up area, it is not adequately serviced and prone to some flooding | | N/A | N/A |
| National Planning Framework Strategic Outcomes | | | |
| Within CSO settlement boundary | | N/A | N/A |
| 1.5km to train station | | N/A | N/A |
| No cycle lane within the vicinity of this site. | | N/A | N/A |
| The development of this peripheral site would undermine the principles of sequential development and compact growth. | | N/A | N/A |

| Site Ref/ Name | Infrastructure | Delivery Schedule | Funding |
|---|----------------|-------------------------|------------------------------|
| 6. Site between the River Barrow and Coneyboro (C12 and C27) | | | |
| Roads and Transportation | | | |
| Implement measures identified in 'Athy Strategic Transport Assessment' and Athy Local Area Plan 2021-2027. | | Immediate – Long Term | Developer, State, KCC |
| The R417 has capacity challenges with the shuttle closer to town and very dependent on the new Athy Distributor Road. | | Medium – Long Term | Developer, State, KCC |
| General Cycle Improvements (Approx. cost 1.5 km X €1.5 M = Estimated Cost of €2.25 M) | | Medium – Long Term | Developer, State, KCC |
| Water and Wastewater | | | |
| Sewers and watermains in estate immediately to the east. | | Medium – Long Term | Developer, State (IW) |
| Watermains and wastewater facilities may impact adjoining SAC | | N/A | N/A |
| Flooding from adjoining River Barrow may also impact this site. | | N/A | N/A |
| Drainage, SuDs and Flooding | | | |
| Significant fluvial flooding in all return periods (see footnote no. 11 on page 12). | | Long Term | Developer, State, KCC, (OPW) |
| It may be possible to mitigate the flood risk through the construction of a flood risk management scheme. This would require a site-specific assessment and a catchment-based approach which would demonstrate that the mitigation of any existing risk would not result in increased flood risk elsewhere. | | Immediate – Medium Term | Developer, State, KCC, (OPW) |

| | | |
|---|-----|-----|
| There are no plans to reduce the flood risk on these lands as the OPW will only provide funding when existing properties are at risk. | N/A | N/A |
| Parks and Recreation | | |
| Good access to existing green infrastructure. | N/A | N/A |
| Social Infrastructure | | |
| Within walking distance of the existing pre-schools, a local neighbourhood centre and general practitioners. | N/A | N/A |
| Not within walking distance of existing primary and secondary schools. | N/A | N/A |
| Kildare County Development Plan 2017-2023 | | |
| While this site is located within the CSO boundary of Athy, it is within a flood zone and adjoins an SAC. | N/A | N/A |
| National Planning Framework Strategic Outcomes | | |
| Within CSO settlement boundary | N/A | N/A |
| 1.5km to train station | N/A | N/A |
| No cycle lane within the vicinity of this site. | N/A | N/A |

Table 8: Infrastructure Delivery Schedule

| Social Infrastructure/ Parks and Recreation | Delivery Schedule | Funding |
|--|--------------------------|-------------------------|
| C2ha of Local Park | Medium term | Levies / Developer, KCC |
| C5ha of Outdoor Sports Area. | Medium term | Levies / Developer, KCC |
| Primary School extensions | Short – Medium term | State (DoES) |
| Post Primary School extensions | Short – Medium term | State (DoES) |

Source: Athy Social Infrastructure Audit (September 2020)

6.3 Implementation, Monitoring and Review

The outputs of this infrastructural assessment have been transposed into the contents and objectives of the Athy Local Area Plan, specifically the zoning proposals for lands zoned 'C: New Residential'. The Plan seeks to ensure that the required infrastructural and site-servicing requirements for these lands, as outlined in Section 6.2 above, are delivered prior to or in tandem with development of these sites. Such requirements have therefore been transposed into Section 11.3 Phasing and Delivery Schedule of the Local Area Plan.