

Monasterevin Local Area Plan 2025-2031

Report on Submissions Received During the Pre-draft Consultation Stage



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Planning Department



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Glossary

AA	Appropriate Assessment
CDP	County Development Plan
CARO	Climate Action Regional Office
DMURS	Design Manual for Urban Roads and Streets
EMRA	East and Midlands Regional Assembly
LAP	Local Area Plan
NPF	National Planning Framework
NTA	National Transport Authority
OPR	Office of the Planning Regulator
RSES	Regional Spatial and Economic Strategy
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SuDS	Sustainable Urban Drainage Systems
TII	Transport Infrastructure Ireland

1 Introduction

Kildare County Council has commenced the preparation of a Local Area Plan (LAP) for Monasterevin. The new LAP will cover the period from 2025-2031 and it is intended to replace the Monasterevin Local Area Plan 2016-2022.

The LAP will be guided by national and regional planning policy and shall be consistent with the core strategy of the Kildare County Development Plan 2023 – 2029 (CDP). The Plan will play a key role in achieving the objectives contained in the CDP.

The preparation of LAPs is guided by Section 28 Guidelines for Planning Authorities on Local Area Plans and the companion document Manual for Local Area Plans, which was published by the Department of Environment, Community and Local Government in 2013. Planning authorities must have regard to these documents during the LAP preparation process. The Guidelines state that LAPs are the level of forward planning closest to local communities and accordingly emphasis must be placed on the need for the local community to be involved in the Plan preparation process to ensure the Plan is based on effective public participation and consultation.

2 Overview of the Pre-Draft Consultation Stage

Section 20.— (1) of the Planning and Development Act 2000, as amended states that;

“A planning authority shall take whatever steps it considers necessary to consult the Minister, the Office of the Planning Regulator and the public before preparing, amending or revoking a local area plan including consultations with any local residents, public sector agencies, non-governmental agencies, local community groups and commercial and business interests within the area.”

Having regard to the above, pre-draft consultation for the Monasterevin LAP was undertaken in order to gain an understanding of the key issues that the local community, public sector agencies, non-governmental agencies and commercial and business interests consider important for Monasterevin.

A public notice (see Appendix A) was published in The Nationalist on the 9th of April 2024, notifying the public of the intention to make a Local Area Plan for Monasterevin. Submissions were invited from interested parties over a period of 6 weeks from the 9th of April to the 22nd of May 2024 inclusive.

A Pre-Draft Public Consultation Issues Paper was prepared for the Monasterevin Local Area Plan 2025–2031 which identified a number of the key planning and development matters that the Plan could address.

The notice and Issues Paper were referred to the Prescribed Bodies as listed in the Planning and Development Regulations 2001 (as amended). Copies of the Issues Paper were also available for public inspection at the following locations:

- Monasterevin Community Library, Watermill Place, Monasterevin;
- Public Counter, Planning Department, Kildare County Council, Áras Chill Dara, Devoy Park, Naas.

The Issues Paper was published online on Kildare's Consult portal (<https://consult.kildarecoco.ie/en/browse>).

An informal public 'drop-in' event was held at the Monasterevin Council Hall on Thursday the 16th of May between 4pm and 8pm. Posters were erected at prominent public places throughout the town to increase awareness of the pre-draft consultation stage and the public 'drop-in' event (see Appendix B).

This event was attended by approximately 50 people (See Appendix C).



3 Submissions Received

During the public consultation period a total of 53 submissions/observations were received. The list of persons, prescribed bodies, groups and stakeholders who made valid submissions are listed in Table 1 below. These submissions have been summarised and can be viewed in Appendix D.

Table 1: Details of Submissions Received

No.	Name	No.	Name
01	Paul Brady	21	Cliona Connolly
02	Health & Safety Authority (HSA)	22	The Heritage Council
03	Sinn Fein	23	Uisce Éireann (UÉ)
04	Robyn Moriarty	24	Green Mayfield Properties Ltd
05	Office of Public Works (OPW) Flood Risk Management	25	Masonbrook Holdings Ltd.
06	Transport Infrastructure Ireland (TII)	26	Niall Folan
07	Sinn Fein	27	Brid Reardon
08	Seamus Doherty	28	Fitzpatrick's Monasterevin
09	Bianca Haghiac	29	Fitzpatrick's Monasterevin
10	Bianca Haghiac	30	Lidon Limited
11	Maureen Dowling	31	Pat Balfe in conjunction with Cllr. Chris Pender
12	Miley Connors	32	Department of Transport
13	Irish Residential Boat Owners Association	33	John Burke and Noel Kelly
14	Sam Wynn	34	Karen Pickering
15	Alessandra Cesari	35	Department of the Environment, Climate and Communications
16	Department of Education	36	Robin Connolly
17	Meath County Council	37	Monasterevin AFC
18	Sarah Jane Holohan	38	Enda Spain
19	Richard Berry	39	National Transport Authority
20	Aidan Mahon	40	Cllr. Kevin Duffy

No.	Name
41	Glen Brereton
42	Lorraine Benson
43	Willoughby's Hardware Ltd
44	Office of the Planning Regulator
45	Department of Housing, Local Government and Heritage
46	Ben Holmes
47	Health Service Executive

No.	Name
48	John Dunne
49	JH Fitzpatrick Ltd
50	National Office for Environmental Health Services
51	Inland Waterways Association of Ireland National Executive
52	E O'Loughlin
53	Senator Mark Wall

4 Response to Issues Raised in Submissions

It is a function of the Office of the Planning Regulator (OPR) to evaluate and oversee the making of local authority plans to ensure consistency with the Irish planning policy hierarchy and Ministerial Guidelines published under Section 28 of the Planning and Development Act 2000 (as amended). The submission from the OPR is summarised and responded to in Section 4.1 of this report.

All other submissions received are considered in Section 4.2 of this report. The issues raised and the response to the issues are grouped and presented together by theme. All submissions are summarised individually in Appendix D of this report. Figure 1 below illustrates the frequency of themes raised in the submissions. The most frequently raised issues relate to Sustainable Movement and Infrastructure, the zoning of land, and Social Infrastructure. It should be noted that many submissions addressed multiple themes.

Figure 1: Frequency of Themes Raised in Submissions



4.1 Office of the Planning Regulator (OPR)

Overview of the submission

The submission welcomes the publication of the Issues Paper for the proposed Monasterevin Local Area Plan 2025 - 2031. The Office outlines its statutory role in relation to the evaluation of Local Area Plans (LAPs) outlined in Section 31AO of the Planning and Development Act 2000 (as amended) (the 'Act') to ensure alignment with national and regional planning policy and the objectives of the county development plan.

Strategic Policy Framework

States that Section 20(5) of the Act requires the LAP to be consistent with the objectives of the Regional Spatial and Economic Strategy (RSES), National Planning Framework (NPF), the specific planning policy requirements (SPPRs) of Section 28 Guidelines and the relevant development plan. Of particular relevance is the preparation of a local transport plan (LTP) for Monasterevin, consistent with RPO 8.6. The Office encourages planning authorities to liaise closely with the Eastern and Midland Regional Assembly (EMRA) to ensure consistency with the RSES.

Development Plan and Core Strategy

Submits that Section 19(2)(b) of the Act requires the LAP to be consistent with the objectives of the development plan and its core strategy. States that a key part of the Office's assessment of the draft LAP is to consider whether the objectives and zoning provisions of the LAP are consistent with the level of growth set out in the core strategy for the settlement.

Zoning, compact growth and infrastructural services

States that the Plan must be consistent with the objectives for compact growth and densification under the NPF (NPO 3; NPO 35) and the RSES (RPO 3.2). SPPR guidelines relevant to compact growth include:

- Sustainable Residential Development and Compact Settlements, Guidelines for Planning Authorities (2024);
- Urban Development and Building Heights, Guidelines for Planning Authorities (2018); and
- Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2023).

Land use zoning should follow a sequential approach, as set out under Section 6.2.3 of the Development Plans - Guidelines for Planning Authorities (2022). Submits that the planning authority needs to ensure that lands that cannot be serviced within the lifetime of the LAP are not zoned for development, consistent with the tiered approach to zoning under NPO 72 a-c of the NPF. An infrastructure assessment should be prepared in accordance with Appendix 3 of the NPF and section 4.5.2 (Settlement Capacity Audit) of the Development Plans Guidelines.

The Planning Authority is advised to liaise closely with the relevant prescribed authority concerning the delivery of essential services and infrastructure.

Regeneration

Notes the NPF and RSES emphasise the importance of opportunities for regeneration to create attractive, liveable, and high quality urban spaces and also contribute to climate change mitigation.

The Office encourages the preparation of a Town/Village Renewal Masterplan for Monasterevin.

Stated where the LAP identifies opportunity and regeneration sites, or vacant or underutilised buildings, the planning authority should prepare a development framework for future development with appropriate guidance regarding layout, massing, permeability, green infrastructure and Sustainable urban Drainage Systems (SuDS) etc., as set out in Section 5.7 of the LAP Guidelines.

Submits proactive land activation measures should be considered including land acquisition / compulsory purchase of derelict sites and vacant land. The LAP should also align with sources of funding to facilitate key regeneration projects such as the Croí Cónaithe (Towns) Fund Scheme, and Town Centre First-aligned funding streams under the Government's Town Centre First: A Policy Approach for Irish Towns (2022).

Education, social and community amenities

States that the LAP should seek to align population growth with investment in childcare and education facilities on well-located sites within or close to the existing built-up areas, to meet the diverse needs of local populations. The LAP should be informed by a social or civic infrastructure audit to establish the capacity of existing facilities, including community centres, leisure, amenity and cultural facilities to serve existing and future residents, and identify the need for any additional facilities. It is also important that access to existing and proposed facilities by walking or cycling is prioritised. In relation to schools, the Forward Planning Section and Site Acquisition and Property Management Section of the Department of Education should be consulted. The Local Economic and Community Plan 2024 - 2029 and Traveller Accommodation Programme 2019 - 2024 should also inform the LAP.

Economic development, employment and retail

Notes the NPF, RSES and section 28 guidelines emphasise the need to take an evidence-based approach to the inclusion of objectives for employment and other commercial uses.

The Office notes the Development Plan designation of Monasterevin as a self-sustaining town, the sectoral opportunities identified in Table 4.1 and Objective RE O31.

States the LAP should seek to achieve a balancing effect and should be focused on the consolidation and inclusion of policies in relation to improvements in employment provision. The Office welcomes the specific employment objectives in the Development Plan, in particular Objective RE O135 and Objective RE O88. The Office welcomes that both of these projects are raised in the Issues Paper and advises that further details in relation to these projects, and their respective implementation, should be provided as part of the draft LAP.

Submits that when identifying optimal locations for employment zonings, the key criteria should be compact growth, the sequential approach to development and the options for sustainable transport having regard to the need to mitigate climate change. The lands should be supported by an infrastructure assessment report and/or settlement capacity audit and should be either serviced or serviceable within the LAP period. The reuse of appropriate brownfield sites and vacant premises should be prioritised.

States that the facilitation of retail facilities needs to be considered to provide for the anticipated population growth. Regard should be given to the sequential approach, particularly the underutilised lands and buildings within the existing core retail area (Development Plan Objective RET O45), other provisions of the Retail Planning, Guidelines for Planning Authorities (2012) and the position of the town in the retail hierarchy of the Development Plan.

Transport and mobility

Notes that the Climate Action Plan 2024 identifies the need to significantly reduce car kilometres and increase sustainable journeys, guided by the National Sustainable Mobility Policy (2022) and the proposed National Demand Management Strategy.

States that the integration of land use and transportation is centrally important to the objectives and provisions of the NPF (NPO 27, NPO 33, NPO 54 and NPO 64) and the RSES.

Notes that the RSES identifies the requirement for an LTP for selected settlements and the Development Plan (policy TM A2) commits to preparing an LTP. The Office acknowledges the planning authority's experience in preparing quality LTPs. The submission highlights the guidance document to consider in preparing an LTP and states the LTP should inform the LAP and its zoning provisions. Strongly advise the planning authority to liaise with the NTA and TII when preparing the LTP.

Submits that the LAP should set ambitious (but realistic) modal shift targets for Monasterevin.

States that the LAP should demonstrate consistency with the 'Avoid-Shift-Improve' principle and the '10-minute town concept', as well as providing for the proactive implementation of the Design Manual for Urban Roads and Streets (revised 2019) (DMURS) and the NTA's Permeability Best Practice Guide.

The Office welcomes the references to the Development Plan Objectives TM O12 and TM O24 in the Issues Paper and advises that the draft LAP includes further details including a strategy for their implementation.

Notes the Development Plan objective TM O16, which supports the improvement of public transport for Monasterevin and highlights its appropriateness in the context of Monasterevin having a regular train service and good connections with Dublin city centre.

Submits that consistency with the NTA's Transport Strategy for the Greater Dublin Area 2022-2042 is required for LAPs.

Flood Risk Management

Notes that flood risk management will be the most critical climate change adaptation measure to be addressed in the LAP, informed by a Strategic Flood Risk Assessment (SFRA). Ensure consistency with NPO 57 by avoiding inappropriate development in areas at risk of flooding, in accordance with the detailed requirements and provisions of section 28 The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009).

Advises that flood risk zones be overlaid on proposed land use zoning maps. Also requested to make a copy of digital mapping data available to the Office and the Office of Public Works (OPW) to facilitate assessment.

Strongly advises the planning authority to liaise with the OPW in the early stages of preparing the SFRA and to not rely on the Preliminary Flood Risk Area maps to inform zoning decisions.

Submits that the LAP is required to integrate sustainable water management solutions, using SuDS nature-based solutions. The use of nature-based solutions for rainwater management is supported and required to have regard to section 28 guidelines and Government guidance including, in particular:

- Nature Based Management of Urban Rainwater and Urban Surface Water Discharges, A National Strategy (2024);
- Sustainable Residential Development and Compact Settlements, Guidelines for Planning Authorities (2024);
- Development Plans, Guidelines for Planning Authorities (2022);
- Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design, Best Practice Interim Guidance Document (2022); and
- DMURS Advice Note 5, Road and Street Drainage using Nature Based Solutions (2023).

Climate Action

States that it is a National Strategic Outcome to transition to a low carbon climate resilient society. Submits that the implementation of climate mitigation objectives through the Plan is critical to the achievement of the Government's Greenhouse Gas emissions reduction target under the Climate Act 2015. States that NPO 53, NPO 54, and NPO 55, together with relevant objectives in the RSES and Development Plan, will be of particular importance in this respect.

Submits that the effective implementation of climate adaptation objectives through the LAP is essential to ensure Monasterevin's climate resilience into the future.

Note that the National Adaptation Framework (2018) specifies the national strategy for the application of adaptation measures in different sectors and by local authorities.

Environment, built and natural heritage

Submits that the planning authority is the competent authority for Strategic Environmental Assessment and Appropriate Assessment.

The Office highlights the importance of integrating green and blue infrastructure into the LAP consistent with NPO 58 and planning for greenbelts (NPO 62).

It is stated that the planning authority should consider what location-specific objectives or measures would assist in the protection or improvement of built heritage. Accordingly, the planning authority should have regard to the Architectural Heritage Protection Guidelines for Planning Authorities (2011).

The submission notes Action AH A22 and AH A23 of the Development Plan and submits that the planning authority should consider how policies and/or objectives can be included in the draft LAP to address the Monasterevin Architectural Conservation Area.

Implementation and monitoring

The planning authority is encouraged to set out specific provisions for monitoring the implementation of the LAP objectives, having regard to the Development Plan Guidelines and the LAP Guidelines.

Response to Issues Raised

Strategic Policy Framework, Development Plan and Core Strategy

The contents of the submission regarding the strategic policy framework are noted. Kildare County Council (KCC) intends that the Plan will be consistent with the objectives and core strategy of the Kildare County Development Plan 2023-2029 and the provisions of the NPF, RSES and the specific planning policy requirements (SPPRs) of Section 28 Guidelines.

Zoning, compact growth and infrastructural services

KCC understand the importance of combating sprawl by supporting compact growth and densification in Monasterevin, in line with the objectives of the NPF, RSES and Section 28 Ministerial Guidelines. The requirements of the recently published Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) in particular are noted and will be complied with in this regard.

The Plan will include zoning objectives for lands in Monasterevin. All lands zoned in the Monasterevin Local Area Plan 2016-2022 will be reviewed and a sequential approach to land use zoning will be used, underpinned by, inter alia, a Settlement Capacity Audit (SCA) for the town in accordance with NPO 72 a-c, Appendix 3 of the NPF and section 4.5.2 (Settlement Capacity Audit) of the Development Plan Guidelines for Planning Authorities (2022). This SCA will ensure any lands that are identified as suitable for residential or employment purposes are serviced or serviceable during the lifetime of the Plan.

Regeneration

Kildare County Council (KCC) is committed to supporting and promoting the reuse of brownfield and infill sites, as well as vacant buildings, derelict buildings and underutilised sites which is a noted issue in the town centre of Monasterevin.

A key priority of the Plan is to transform Monasterevin Town Centre into a vibrant, thriving hub for living, shopping, working, visiting, socialising and investment. The Plan will contain objectives to promote and prioritise regeneration. Regard will be had to the provisions of Section 5.7 of the Local Area Plan Guidelines for Planning Authorities (2013) also.

The publication of the Town Renewal Masterplan (TRMP) for Monasterevin in May 2023 marked a significant step in this effort. This Masterplan outlines recommended changes and development proposals for the spatial reconfiguration of Monasterevin, identifies priority projects, and includes an action plan for their delivery. A range of funding sources that may be available to support these initiatives is also highlighted.

KCC acknowledges the Office of the Planning Regulator's (OPR) comments regarding proactive land activation measures, including land acquisition and compulsory purchase. Kildare County Council continuously seeks opportunities to provide social infrastructure and services to communities, considering land acquisition when necessary.

In relation to land activation, the Housing and Regeneration Department of KCC, with the support of a Vacant Homes Officer, is conducting vacancy audits and working closely with landowners in Monasterevin to bring vacant properties back into use. This ongoing effort is key to supporting the town's regeneration.

The draft LAP will also include an objective to continue seeking funding from relevant agencies and government sources, such as the Urban Regeneration and Development Fund (URDF), to secure financial support for regeneration projects.

Education, social and community amenities

The Plan will be accompanied by a Social Infrastructure Audit (SIA) which will examine the current context with respect to social infrastructure provision in Monasterevin and also involve identifying the future requirements of the town and making recommendations on priority areas for investment within the plan area. The SIA will include an audit of social infrastructure such as childcare facilities, schools, further education and training facilities, healthcare facilities, open space, sport and recreational facilities, social and community facilities, arts and cultural facilities, faith facilities and neighbourhood centres. Furthermore, regard will be given to the 10-minute settlement concept and providing access to social infrastructure within ± 800 metres walk/cycle from the homes of Monasterevin residents. The formation of the SIA will require consultation with providers of social infrastructure, including the Department of Education. KCC's Local Economic and Community Plan (LECP) and Traveller Accommodation Programme will also inform the Plan.

Economic development, employment and retail

The comments from the OPR concerning economic development, employment and retail growth in Monasterevin are noted. It is the intention of the Plan to incorporate an economic development strategy for the town which will be consistent with the RSES, the county development plan and section 28 guidelines, and would prioritise strengthening the employment base of Monasterevin, to ensure that employment lands are developed in a plan-led, orderly and sequential manner. A Settlement Capacity Audit (i.e. Infrastructure Assessment) will be prepared to inform the preferred development strategy that will be contained in the Plan, having regard to the availability and capacity of the receiving environment with respect to services and transport infrastructure. Furthermore, the Plan will seek to achieve greater alignment between where people live and work, to reduce the need to travel, and to facilitate sustainable travel modes.

The Plan will have regard to the provisions of the Retail Planning Guidelines for Planning Authorities (2012).

Transport and Mobility

The Plan will be accompanied by a Local Transport Plan (LTP) which will identify transport measures to be brought into the Plan as development objectives. The purpose of this LTP is to place the integration of land use and transport planning at the centre of the plan-making process for Monasterevin. The assessment will examine the existing infrastructure in the town for all modes of transport, including walking, cycling, public transport, and private vehicles. The LTP will identify the necessary measures required to improve sustainable movement throughout the town, and to facilitate planned growth, in relation to walking, cycling, permeability, public transport, parking and roads. Particular emphasis will be placed on increasing the potential for trips to be made by walking, cycling, or public transport and to be consistent with the 10-minute town concept and the 'Avoid-Shift-Improve' principle, while also setting out modal shift targets for Monasterevin in line with national targets in the Climate Action Plan 2024.

Furthermore, the LTP will be consistent with the NTA's Transport Strategy for the Greater Dublin Area 2022-2042, the Design Manual for Urban Roads and Streets (revised 2019) (DMURS), the NTA's Permeability Best Practice Guide, and the recently published Kildare County Council Permeability Guidelines (April 2024).

Flood Risk Management

The Plan will be informed by a Strategic Flood Risk Assessment (SFRA) which will be prepared in accordance with the requirements of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and published alongside the Plan. The Plan will seek to ensure that development in flood risk areas is avoided entirely or is 'water-compatible,' as per the Flood Risk Guidelines. Such locations will be recognised and preserved in the Plan as essential green infrastructure that provides a natural defence against flood risk. A map which integrates the Land Use Zoning Objective Map with the Monasterevin Flood Risk Assessment Zones (including Flood Zones A and B) will also be included in the Plan.

The provisions in the Section 28 guidelines and government guidance documents related to the use of nature-based solutions for rainwater management and the recently published KCC Sustainable Drainage Systems Guidance Document (April 2024) will be supported in the plan.

Climate Action

It is acknowledged that Planning Authorities have a critical role to play in bringing about meaningful climate action at a local level, particularly within settlements, through the Local Area Plan process. In this regard and aligning with the need to transition to a low carbon model of development, it is considered that climate action represents a key opportunity when planning for the future development of Monasterevin. Accordingly, the Plan will include provisions to support inclusive and comprehensive climate action to reduce greenhouse gas emissions, insofar as its remit extends. The Plan will support the measures, actions and targets set out in the Climate Action Plan 2024 and the KCC Local Authority Climate Action Plan 2024-2029.

Environment, Built and Natural Heritage

It is noted KCC is the competent authority for Strategic Environmental Assessment and Appropriate Assessment, and both will accompany the plan.

A Habitat Mapping Exercise will be undertaken to inform a Green and Blue Infrastructure Strategy which will aim to protect and enhance the overall level of biodiversity within the Plan area, with the River Barrow and Grand Canal at the core of the town's green and blue network. It is envisaged that the Plan will also contain provisions to require biodiversity net gain to encourage the development of natural habitats in the town and to promote increased levels of biodiversity carbon sequestration. The Plan will also seek to align with Inland Fisheries Ireland's Urban Watercourses Planning Guide (2020) with regard to development within riparian areas.

A Monasterevin Architectural Conservation Area (ACA) Statement of Character is currently being prepared and will include an assessment with recommendations for the protection of the special character of the ACA. The ACA Statement of Character will be published alongside the Plan and will inform the objectives of the Plan.

Implementation and Monitoring

Implementation is a priority of the Forward Planning function in Kildare County Council. A County Development Plan Implementation Team was established to monitor the delivery of all objectives of the County Development Plan and Local Area Plans. The monitoring of many Key Performance Indicators (such as house completions, developed commercial floorspace, and the progression of settlement consolidation sites) will be carried out for the entire county, including Monasterevin.

4.2 Key Issues Raised and Chief Executive's Response

4.2.1 Overall Vision

Sections 4.2.1.1 provides a brief overview of the key issues raised in the submissions received that relate to the theme 'Overall Vision' and the Chief Executive's response to these issues raised.

4.2.1.1 Issue 1: Overall Vision

Sub. No.	Name	Summary of Submission
22	The Heritage Council	<ul style="list-style-type: none"> The vision should capture the importance of balancing future development with the protection of the town's natural and built heritage. We recommend that there be a heritage emphasis in the new plan. Ensure infill development which mirrors the linear townscape of parts of Drogheda Street and Dublin Street. A consolidated urban form should be pursued. Repurposing of vacant/ derelict buildings, particularly for residential uses, is needed. Need to identify opportunity sites/ brownfield sites to maximise brownfield potential. The importance of the integration of land use (patterns of development) and transport (mobility) is highlighted. It is recommended that the River Barrow and Grand Canal be strongly protected and be fully appreciated in the vision for Monasterevin.
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> Create a bold and unique vision for Monasterevin's future identity and growth through community consultation.
45	Department of Housing, Local Government and Heritage	<p><u>Strategic Vision</u></p> <p>Notes the need for a strategic vision which should be specific to the needs of the population and reflective of the unique characteristic of the town. Submits the vision statement should include an appreciation of the built and cultural heritage of the area and have strategic goals which tie-in to the wider regeneration, economic development of the town. Notes the importance of incorporating heritage to create an attractive environment and an enhanced sense of place which in turn promotes increased social responsibility – both individually and at a community level.</p>

Response

The LAP will be supported by an overarching and holistic vision for Monasterevin to guide the future development of the town, one which places the unique natural and built environment of Monasterevin at the centre of a sustainable growth strategy. The vision will be developed in tandem with the Elected Members of the Kildare-Newbridge Municipal District, whilst having regard to the issues raised during the pre-draft public consultation stage.

4.2.2 Amenity

Sections 4.2.2.1 provides a brief overview of the key issues raised in the submissions received that relate to the theme 'Amenity' and the Chief Executive's response to these issues raised.

4.2.2.1 Issue 1: Amenity

Sub. No.	Name	Summary of Submission
22	The Heritage Council	<ul style="list-style-type: none"> Heritage trails/walks for everyday amenity should be retained as public rights of way.
27	Brid Reardon	<ul style="list-style-type: none"> Developing a kayak/canoe trail to provide a loop along the river & canal. Map of the proposed trail provided in the submission.
31	Pat Balfe in conjunction with Cllr Chris Pender	<ul style="list-style-type: none"> Develop heritage trails and guided tours supported with interpretive signage and digital resources that highlight Monasterevin's rich history and cultural assets.
36	Robin Connolly	<p>It is hoped that the following will be achieved in 5 years:</p> <ul style="list-style-type: none"> Blueway project should be up and running by 2031. Security monitors in public areas. Development of walking/cycling trails, including forest, walks, historical walks, river and canal walks.
42	Lorraine Benson	<ul style="list-style-type: none"> Provision for trees to deliver shade along pedestrian ways should also be considered where appropriate. Install public water fountains to meet the needs of residents and visitors. Proposes a visitor trail linking the Church of Oak Distillery with the town centre. Link the train station with Moore Abbey for a woodland experience and Ummeras for a peatland and blueway experience.

Sub. No.	Name	Summary of Submission
51	IWAI Royal Canal (Inland Waterways Association of Ireland)	<ul style="list-style-type: none"> Supports the delivery of the suggested links between Umeras Bog and the Monasterevin railway station for walkers and cyclists. Notes that Bord na Móna is flooding/regenerating many bogs and developing green tourism products and that there's an opportunity to connect with the canals and draw further tourists from them. States that there's a need for signage with information boards at locations where canals can link with the bogs and that additional trails should be added at these points if none exist.

Response

The Barrow Blueway Project is (at time of writing) approx. 90% complete. All unbound towpath works are finished, and road works are complete, with the exception of a crossing at the railway station and a footpath under the railway bridge.

The Town Renewal Masterplan (TRMP) for Monasterevin, May 2023, includes various strategic proposals that will be supported in the LAP. The relevant proposals are:

- Heritage Trail: A unique heritage trail to announce visitors' arrival along the Barrow Blueway, connecting the town to the Church of Oak Distillery;
- Public Realm Improvements: Enhancements in the Canal Harbour Area, Market Square, and along Moore Street and Drogheda Street. These improvements include simplified wayfinding and signage, public seating, street tree planting, architectural upgrades to heritage shop frontages, Sustainable Urban Drainage Systems (SUDS), public lighting.
- Woodland Trails: Trails on the grounds of Moore Abbey linking back to the Barrow Blueway at the town's Market Square.

Regarding a link between Umeras Bog and Monasterevin Railway Station, the Kildare County Development Plan 2023-2029 (CDP) includes objective RE O135, which states that it is an objective of the Council to explore what linkages could be created between raised boglands and nearby blueways and greenways and to look at the feasibility of creating linkages between the proposed Umeras Peatlands Park and Monasterevin train station.

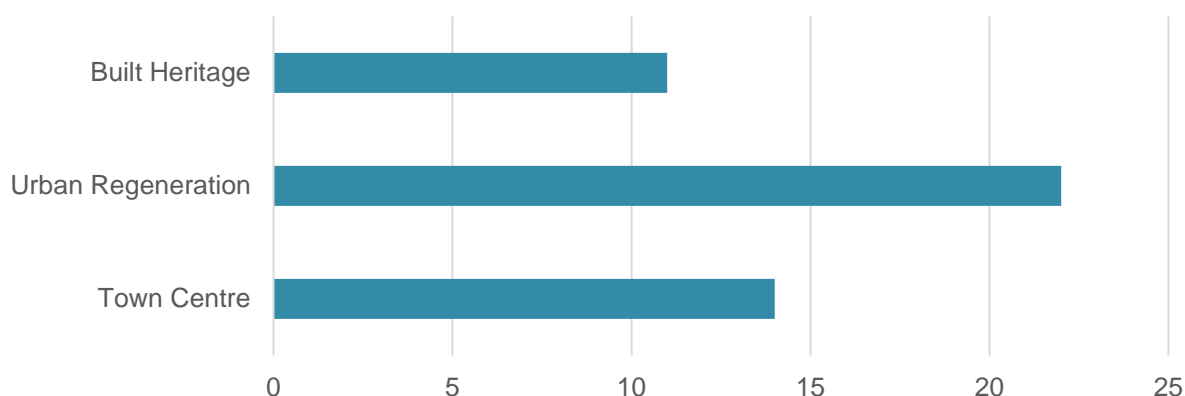
Concerning the kayak/canoe trail proposal, objective RE O119 of the CDP aims to promote Kildare as a hub for sustainable tourism and the sustainable development of low impact activities including orienteering, angling, equestrian activities, bird watching, canoeing, kayaking, paragliding, botany, photography, painting, yoga and meditation, in appropriate locations in order to diversify the range of tourist experiences available in the county and to extend the tourism season.

The LAP will build on the objectives contained in the CDP.

4.2.3 Built Heritage and Town Centre

Figure 2 provides a breakdown of the issues raised in the submissions received concerning the theme 'Built Heritage and Town Centre'. Most of the issues raised related to Urban Regeneration. Sections 4.2.3.1 to 4.2.3.3 provides a brief overview of the key issues raised in the submissions received and the Chief Executive's response to issues raised.

Figure 2: Key issues raised relating to Social Infrastructure



4.2.3.1 Issue 1: Town Centre

Sub. No.	Name	Summary of Submission
01	Paul Brady	<ul style="list-style-type: none"> Major regeneration of the town centre is needed. Compulsory purchases are proposed.
22	The Heritage Council	<ul style="list-style-type: none"> Sites should be pursued based on a sequential town centre first approach. The CDP development management standards should not be automatically assumed for inner town sites.
27	Brid Reardon	<ul style="list-style-type: none"> No active town centre and lots of derelict properties. The buildings on Dublin Road need to be brought into public use. It is suggested that they could be used as an artisan or craft centre, they could be revitalised as a distillery and brewery industry or could be used for training and enterprise schemes.

Sub. No.	Name	Summary of Submission
31	Pat Balfe in conjunction with Cllr Chris Pender	<ul style="list-style-type: none"> Grants to local businesses for shop-front improvements. Encourage uniform design standards for shop fronts. Promote the development of mixed-use buildings in the town centre. Reinforce the Town Hall's role as a key civic centre, creating a seamless connection between Main Street and Georges Street.¹ Accentuate the Water Tower on Cutlery Road as a distinctive landmark.²
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> Reinforce the town centre as a primary location for commercial, civic, social and cultural development. Encourage and facilitate the appropriate intensification of town centre sites with a high standard of architectural design which does not impact the character.
42	Lorraine Benson	<ul style="list-style-type: none"> Town centre regeneration with the reimagining of the older commercial buildings is essential. The town will benefit from new retail food outlets, an indoor market and innovation food hub and arts centre.

Response

To achieve compact growth, a sequential approach to land use zoning will be used, which will be underpinned by a Settlement Capacity Audit (SCA).

Furthermore, a key priority of the Plan will be to ensure that Monasterevin's Town Centre transforms into a vibrant space for residents, visitors and businesses alike. Aligned with the Kildare County Development Plan 2023-2029 objectives, particularly objective RET O45, which seeks to encourage the growth and development of retail and other town centre services/ functions within Monasterevin's Core Retail Area while progressing the redevelopment/regeneration of town centre sites, with emphasis on the consolidation of the town centre through mixed-use retail-led regeneration.

The Town Renewal Masterplan (TRMP) includes strategic proposals including the revitalisation of Market Square, Drogheda Street, Moore Street, and the Canal Harbour Area. Additionally, the TRMP proposes repurposing Cassidy's Distillery into a mixed-use centre, improving access to the train station, improving the mid-block route network throughout the historic centre and to allow for safe, accessible and active links between key centres, attractions and neighbourhoods. These proposals from the TRMP will, where appropriate, be supported by objectives in the Plan.

¹ Noted that this element of the submission does not refer to Monasterevin.

² Noted that this element of the submission does not refer to Monasterevin.

It should be noted that the majority of the town centre zoned land is included within Monasterevin's Architectural Conservation Area (ACA). A Statement of Character (SoC) is being prepared for the ACA which will be published as a supporting document to the LAP. The SoC will include a section on funding outlining the available conservation grant schemes that owners could avail of, and it will include further advice to landowners. It is the intention that these recommendations will be incorporated into the LAP.

The Local Enterprise Office of KCC hosts an annual funding programme for shopfront improvements³ whereby grants are available for qualifying works to building facades.

The submission suggesting Compulsory Purchase Orders (CPO) is noted. Consideration will be given to appropriate land activation measures during the preparation of the Draft Plan.

In relation to the issue raised regarding the development management standards in the context of inner town sites, the Council is required to ensure that permissions granted under the Planning Acts are consistent with the policies and objectives set out in the Kildare County Development Plan (CDP) 2023-2029. Therefore, planning applications related to the town centre will be assessed on their merits against the development management standards set out in the CDP.

Also refer to the response in Section 4.2.3.2 which relates to Urban Regeneration.

4.2.3.2 Issue 2: Urban Regeneration

Sub. No.	Name	Summary of Submission
22	The Heritage Council	<ul style="list-style-type: none"> It is strongly recommended that the LAP maximise opportunities for further public realm improvements/ pedestrian infrastructure in the town. Recommend public realm and landscaping proposals concentrating on hard landscaping (paving, stonework) as well as soft landscaping. It is recommended to identify a new use for the Cassidy's Distillery that can guarantee the buildings' integrity in perpetuity.
27	Brid Reardon	<ul style="list-style-type: none"> The Canal Harbour (St Francis) building needs to be CPO'd by the council, it could provide a space for activity related to the Blueway such as Bike hire/ a possible social enterprise doing bike repair/ recycling of bikes, café and tourist accommodation. A map of this proposal is provided in the submission.

³ Shop Front Improvement, Universal Accessibility and Age Friendly Grant.

Sub. No.	Name	Summary of Submission
27	Brid Reardon	<ul style="list-style-type: none"> The buildings on Dublin Road need to be brought into public use. It is suggested that they could be used as an artisan or craft centre, they could be revitalised as a distillery and brewery industry or could be used for training and enterprise schemes.
31	Pat Balfe in conjunction with Cllr Chris Pender	<ul style="list-style-type: none"> Repurpose historical structures like Cassidy's Distillery. These sites can host cultural events, exhibitions, and educational tours. Collaboration with local historians and cultural organisations is suggested. Implement stricter policies to address vacant and derelict properties. Utilise vacant properties for pop-up shops, community events, and art installations. End rates rebate for long-term vacant properties and encourage their use by community groups. Suggest incentives for property owners to renovate and lease vacant spaces. Expand the Town and Village Renewal Scheme to include urban areas, providing necessary funding for public realm improvements, such as pedestrianisation, street furniture, and green spaces. Upgrade the visual appeal of town centre streetscapes. Advocate for the relocation of overhead cables underground and the introduction of softer landscaping elements. Transform Market Square into an urban green oasis.
36	Robin Connolly	<p>It is hoped that the following will be achieved in 5 years:</p> <ul style="list-style-type: none"> Various heritage projects in progress or completed. In particular, the Cassidy's complex and Mash House by bringing together private enterprise and KCC support. <p>It is stated that submission KCC-C35-8 for the Monasterevin Town Centre plan in 2021 should also be taken into consideration. The following issues are raised in the submission:</p> <ul style="list-style-type: none"> The realisation of the masterplan will require great cooperation and flexibility from stakeholders, institutions and public bodies.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> The proposed developments will require large investments of time and finances combined with expertise. The Cassidy Distillery site must have multi-use options to create cultural, heritage, commercial, residential and craft manufacturing enterprises. It should form part of a network that offers work hubs and outdoor activities.
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> Set key objectives to regenerate key derelict sites along Dublin Rd and surrounding areas through the Cassidy's Distillery Conservation Management Plan process, the design of a Key Development Area (KDA) plan and the Government's Town Centre First – A Policy Approach for Irish Towns (2022). Promote new high-quality infill and backland development that consolidates the existing urban core. Incorporate the Monasterevin Town Renewal Masterplan projects into the LAP including a delivery timeframe. Secure financial support through funding mechanisms, particularly through the Towns and Village Regeneration Fund.
42	Lorraine Benson	<ul style="list-style-type: none"> An architectural competition is suggested with a brief to reuse and regenerate older buildings.

Response

An important component of the LAP will be to provide for the long-term regeneration of key derelict sites in Monasterevin.

Cassidy's Complex, Dublin Road

A Conservation Management Plan (CMP) for the Cassidy's Complex on Dublin Road was prepared in March 2024. The CMP assesses the history, cultural significance, threats and viable reuse options for the Cassidy's Complex. This plan outlines a strategy for the sensitive conservation and innovative intervention of the complex, enabling the buildings to serve new, viable purposes that will ensure their long-term preservation. The CMP recommends that the next step should be the preparation of a conservation masterplan to develop a design strategy that will facilitate the vision of a vibrant mixed-use urban quarter for Monasterevin, while preserving the historical, industrial, and social significance of this important site. An appropriate land use zoning objective will be considered for these lands in the preparation of the Draft Plan which will allow an appropriate mix of uses to emerge. The LAP may also include an objective to require a conservation masterplan to be prepared for these lands, or the designation of the larger area as a Key Development Area which encompasses Cassidy's Complex and surrounding lands.

Canal Harbour (St Francis) Building

Regarding the Canal Harbour (St Francis) building, it should be noted that compulsory purchase orders are outside the scope of a land use plan. However, the LAP may include objectives to support the regeneration of this site and the development of businesses complementary to the Blueway, such as bike hire, tourist accommodation and bike repair services.

Land Activation Measures

The Housing and Regeneration Department within Kildare County Council has a dedicated team and a Vacant Homes Officer who have been conducting vacancy audits and liaising with landowners in Monasterevin to activate properties. This process is ongoing.

In addition to the above, Section 14.5.6 to Section 14.5.8 of the Kildare County Development Plan 2023–2029 sets out policy to tackle urban regeneration including Objective UD O6 which states that it's an objective of the Council to:

Continue to pursue a Town Centre First Approach to renewing and developing town centres through the following:

- (i) Prioritising the town centre as the primary location for commercial, civic, social and cultural development and promoting new high quality infill and backland development that consolidates and regenerates the existing urban core.*
- (ii) Preparing and implementing Town/Village Renewal Masterplans for settlements of all sizes across the county.*
- (iii) Actively engaging with the community, landowners, developers and other agencies to secure support and develop a shared vision for the renewal and enhancement of Kildare's towns and villages.*
- (iv) Implementing the provisions of Government's 'Housing For All' plan (2021) with regard to addressing vacancy and maximising efficient use of existing stock in our town centres.*
- (v) Implementing the provisions and Actions of 'Town Centre First – A Policy Approach for Irish Towns' (2022) including supporting the work of any appointed Town Regeneration Officers within the Council.*

Monasterevin Town Renewal Masterplan (TRMP)

The Monasterevin Town Renewal Masterplan identifies proposals and priority projects, including an action plan for the delivery of these projects and a range of funding streams that may be available. The LAP may, where appropriate, include objectives to support these projects/proposals which in turn may bolster future funding applications. Regarding the inclusion of delivery timeframes for the TRMP projects, the delivery of these projects is subject to many factors, such as securing funding, site selection and obtaining planning permission.

Regarding the submission to secure financial support through funding mechanisms, it is important to note that a local area plan is a land use plan and while it is not accompanied by an associated capital budget, it can be a vehicle for leveraging funding opportunities through the plan-led approach.

Architectural Competition

Finally with regards to the proposal of an architectural competition to reuse and regenerate older buildings, while the merits of such an initiative are acknowledged, it is not considered to be within the scope of a land use plan to commission such a competition.

4.2.3.3 Issue 3: Built Heritage

Sub. No.	Name	Summary of Submission
22	The Heritage Council	<ul style="list-style-type: none"> • Within regeneration/consolidation sites, it is key to identify natural and built heritage constraints/assets. • The Heritage Council noted and commended the designated Architectural Conservation Area. • The refurbishment of existing historic buildings (designated and non-designated) should be a significant part of the LAP. • The retention and maintenance of the aqueduct is recommended.
27	Brid Reardon	<ul style="list-style-type: none"> • Heritage railing of St. Mary's Lane Garden and Green Space to be restored. • The Hulk Building needs to be developed with conservation and heritage considerations.
31	Pat Balfe in conjunction with Cllr Chris Pender	<ul style="list-style-type: none"> • Ensure development proposals respect and enhance the town's historic character. • Provide grants and incentives for the restoration and adaptive reuse of historic buildings.
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> • Collaborate with the 'Hulk' site owners to develop a KDA and design principles. • Ensure the protection and conservation of all protected structures and structures of historic significance. • Ensure new development, extensions, renovation works and infill developments within or adjacent to the ACA are sympathetic to the distinctive character of the area.
45	Department of Housing, Local Government and Heritage	<p>Submission notes the importance of archaeological heritage as a unique, finite and non-renewable resource and states that measures to ensure its protection can be strengthened through the inclusion of robust and appropriate policies, objectives and development management guidance in development plans.</p>

Sub. No.	Name	Summary of Submission
		<p>States that in determining appropriate lands for new housing, cognisance should be had to landscape types, past land-uses and associated archaeological potential. Notes the need to avoid areas of high heritage sensitivity – both natural and man-made. Submits that the unique identity of Monasterevin can be enhanced through appropriate policies, objectives and guidance which seek to highlight the importance of the town's heritage.</p> <p><u>Architectural Heritage</u></p> <p>The Department reviewed the Kildare County Development Plan 2023-2029 and the Monasterevin Local Area Plan 2016-2022 and acknowledges the built heritage policies and objectives. The Department highlights the importance of incorporating built heritage policies from these plans into the forthcoming Monasterevin Local Area Plan to maintain consistency and support for heritage conservation.</p> <p>It recommends ensuring that policies and objectives relating to the built heritage align with and support overlapping land use zonings and objectives. It is further recommended that zoning and land use descriptions/action plan objectives/town first policies/place-making objectives etc. make reference to the presence and/or proximity of protected structures, architectural conservation areas, areas of special planning control as relevant.</p> <p>The integration of built heritage into broader policy areas, such as urban design and tourism, is seen as a proactive approach that should continue.</p> <p>The Department also underscores the need for a 'Statement of Character' for the Monasterevin Architectural Conservation Area, aligning with the objectives of both the county and local area plans. This statement will guide the active management and enhancement of the conservation area, supported by detailed sections of the current Monasterevin Local Area Plan. The preparation of these statements should involve qualified professionals, either in-house or external consultants, to ensure technical accuracy and effective policy development. Appendix 1 lists available resources and grants to support these initiatives.</p>

Sub. No.	Name	Summary of Submission
		<p>Recommends the Plan includes specific reference to the policy document Framework and Principles for the Protection of the Archaeological Heritage (1999) in establishing appropriate provisions for the protection and promotion of archaeological heritage and must be explicit in stating this. Further recommends that the Plan includes specific provisions on compliance with national policy on the protection of built and archaeological heritage. Refers to the National Policy on Architecture – Places for People and states that it has specific relevance to urban regeneration, including in historic towns.</p> <p>Submission outlines a range of additional government policies with relevance to the protection and promotion of built and cultural heritage.</p>

Response

With regard to archaeology, and built heritage in general, it is considered that all types of built heritage represent intrinsic assets which provides a crucial sense of place and have the potential, if appropriately and sensitively managed and enhanced, to increase the overall quality of life within a community. Accordingly, it is intended that the LAP will include provisions which seek to conserve and manage Monasterevin's built heritage assets, including archaeological features, for the benefit of present and future generations.

The Planning and Development Act 2000 (as amended) provides that all development plans must now include objectives for preserving the character of Architectural Conservation Areas (ACAs). An ACA boundary for Monasterevin has been identified in the Kildare County Development Plan 2023–2029 in Section 11.18.

A Statement of Character (SoC) for the Monasterevin ACA is being prepared and will be published with the LAP. The boundary of the Monasterevin ACA is being reviewed as part of the SoC and the inclusion of the aqueduct and other areas/buildings of historic significance will be considered.

The SoC will also include a section on funding, outlining the available conservation grant schemes that owners can utilise. Additionally, it will provide recommendations for works on historic buildings within the ACA and offer guidance on the design of shopfronts and new developments within the ACA. It is the intention that these recommendations, where appropriate, will be incorporated into the Draft LAP.

The comments regarding 'The Hulk' building and site have been noted. This building is a Protected Structure (B21-29) and listed on the National Inventory of Architectural Heritage Ref. 11816103. Consideration will be given to the appropriate land activation measures to assist the sustainable reuse and/or development of the structure and its attendant grounds.

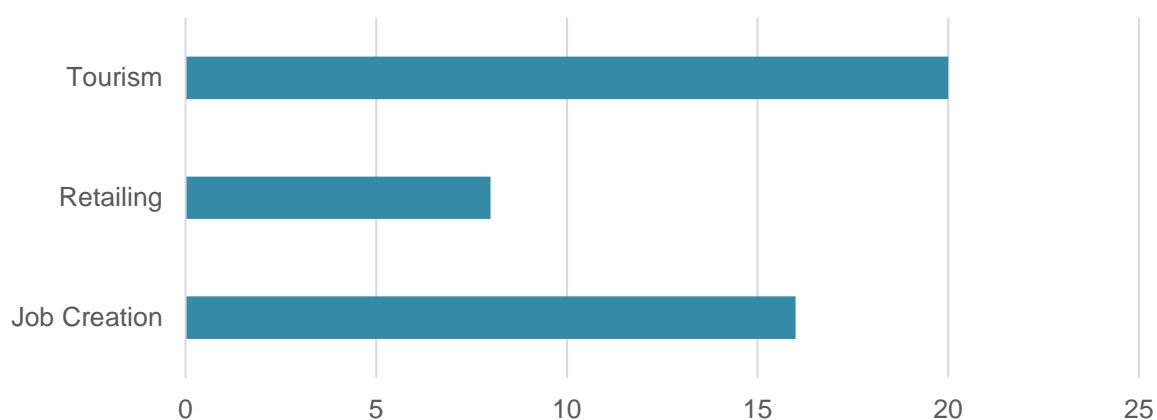
Regarding the suggestion to incorporate the built heritage policies of higher order plans into the Monasterevin Local Area Plan (LAP), it should be noted that the Monasterevin LAP should be read in tandem with these plans. As such, to avoid unnecessary repetition, the overarching policies and objectives of high order plans will not be repeated in the LAP.

4.2.4 Economic Development

Figure 3 provides a breakdown of the issues raised in the submissions received concerning 'Theme – Economic Development'. Most of the issues raised related to the need for tourism development.

Sections 4.2.4.1 to 4.2.4.3 provide a brief overview of the key issues raised in the submissions received and the Chief Executive's response to these issues.

Figure 3: Key Topics raised relating to Economic Development



4.2.4.1 Issue 1: Job Creation

Sub. No.	Name	Summary of Submission
27	Brid Reardon	<ul style="list-style-type: none"> Lack of employment, industry and enterprise in town. An enterprise task force to be set up – areas zoned as industrial on the LAP to be developed.
31	Pat Balfe in conjunction with Cllr Chris Pender	<ul style="list-style-type: none"> Prioritise creating jobs in biotechnology, digital enterprise, tourism, and the food and beverage sectors. Investment in rural broadband and technological centres. Support local businesses through grants, low-interest loans, and business development programmes. Encourage the establishment of cooperatives and social enterprises that reinvest profits into the community. Local enterprise offices should provide mentoring and support to budding entrepreneurs. Advocate for flexible zoning to accommodate a mix of residential, commercial, and industrial uses.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> Propose the imposition of special development levies in key areas to fund infrastructure investment.
36	Robin Connolly	<p>It is hoped that the following will be achieved in 5 years:</p> <ul style="list-style-type: none"> Establishment to be well in progress for an industrial area to encourage the development of manufacturing and service enterprises, increasing local employment opportunities.
40	Cllr Kevin Duffy	<p><u>Economic Development</u></p> <ul style="list-style-type: none"> Provide infrastructure and zoned land to accommodate a variety of uses. Ensure the development of employment clusters in strategic locations (Portlaoise Rd., Kildare Rd., Rathangan Rd., Junction 14). Junction 14 offers a unique location to create logistics opportunities for freight and distribution for the south of Ireland. Support all forms of employment generation subject to environmental and planning considerations. Continuing to develop Monasterevin as a Self-Sustaining Town. Work with the LEO to develop economic opportunities.

Response

Monasterevin is designated as a Self-sustaining Town in the Kildare County Development Plan 2023-2029 (CDP). The RSES defines Self-Sustaining Towns as towns with high levels of population growth and a weak employment base which are reliant on other areas for employment and/or services, and which require targeted 'catch up' investment to become more self-sustaining.

The CDP includes objective RE O31 to encourage job creation in the Self-sustaining towns with particular focus on the economic areas of biotechnology, digital enterprise, tourism, distilling and brewing industries and food and beverage products, in order for them to become more self-sustainable and balanced considering they have experienced rapid population growth with high levels of commuter focused residential expansion without equivalent increases in jobs and services. Also encouraged are, new businesses to develop and embrace the diversity of opportunities that exist in these locations. The LAP will build on the CDP objectives to ensure that Monasterevin becomes more self-sustaining.

A Local Area Plan cannot provide resources or training for local businesses. This is a function of inter alia; the Local Enterprise Office. It is intended that the Plan will incorporate an economic development strategy for the town which is consistent with the CDP. A priority of the strategy will be to ensure that employment lands are

developed in a plan-led, orderly and sequential manner, with a focus on town centre regeneration.

Concerning the request for zoned land to accommodate a variety of uses, it should be noted that the location and quantum of employment lands to be zoned in the LAP will be determined on an evidence-led basis taking into consideration the availability and capacity of the receiving environment with respect to both servicing and transport infrastructure. In this regard, a number of supporting studies, including a Local Transport Plan, a Social Infrastructure Audit and a Settlement Capacity Audit (i.e., Infrastructure Assessment) will be prepared to inform the preferred development strategy that will be contained in the LAP. In conjunction with the various assessments, the zoning of employment lands must adhere to relevant national and regional spatial policy and Ministerial Guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended).

In relation to the logistics potential of lands at Junction 14, it is considered that the matter is more appropriately considered through the County Development Plan. Whilst land was zoned at this location under the previous local area plan process, national planning policy has shifted significantly in the intervening years particularly relating to compact urban development. Given the significant distance between Junction 14 and the Built-Up Area boundary of Monasterevin as defined by the Central Statistics Office (CSO) and the absence of public transport services to and from the location, it is likely that such a proposal would generate, and to a large extent promote private car-based travel. Development proposals at this location are more appropriately considered in the context of current County Development Plan policy. However, to ensure a robust evidence-based planning approach with respect to the formulation of the Plan the lands will form part of the Settlement Capacity Audit.

It is important to note that a Local Area Plan is a land use plan and does not come with an accompanying budget for infrastructure investment. However, the Plan can and will support and facilitate the provision of infrastructure such as broadband.

4.2.4.2 Issue 2: Retailing

Sub. No.	Name	Summary of Submission
04	Robyn Moriarty	The submission proposes: <ul style="list-style-type: none"> An ice cream shop.
27	Brid Reardon	<ul style="list-style-type: none"> The retail offering is limited. Nearby towns offer choices in supermarkets, banking, and retail.
36	Robin Connolly	It is hoped that the following will be achieved in 5 years: <ul style="list-style-type: none"> Information centre in the Town Square hub (old Bank building) with information on the textile industry.

Sub. No.	Name	Summary of Submission
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> Support and facilitate the development of retail, retail services, independent retailers, and niche retailing in the town centre area, through the redevelopment/renewal of under-utilised sites and buildings. Support and enhance the 'Super Valu' neighbourhood centre. Provide infrastructure and zoned land to attract retail and grocery developments within the town. Support a Fashion and Textile Design Hub within the Monasterevin Bank through the LEO.

Response

In relation to retail, Monasterevin has been designated a Level 3 town centre in the RSES retail hierarchy. The strategy for developing the town's retail profile will be centred on the revitalisation of the town centre through the regeneration of vacant and under-utilised sites and structures. The improvement of the overall public realm and built environment of Dublin Street, Market Square, Main Street and Moore Street will also be a priority in terms of increasing the town's retail profile.

It is an objective (RET O45) of the Kildare County Development Plan 2023-2029 (CDP) to encourage the growth and development of retail and other town centre services/ functions in Monasterevin within the Core Retail Area, to enable the town to grow into a more self-sustaining town, while also progressing the redevelopment/regeneration of town centre sites, with the emphasis on the consolidation of the town centre through mixed-use retail-led regeneration.

Regarding the textile industry, it is noted that the Kildare Local Enterprise Office (LEO) recently acquired an old bank in Monasterevin and undertook a feasibility study for it to be redeveloped as the proposed Fashion and Textile Design Hub for the county's entrepreneurs in this space. This will be supported by the Plan.

4.2.4.3 Issue 3: Tourism

Sub. No.	Name	Summary of Submission
21	Cliona Connolly	<ul style="list-style-type: none"> The submission suggests putting in motion a biodiversity project that provides interpretive information and proposes the Cassidy's site as a location for such a project. Submission states that if combined with a discovery centre/garden centre enterprise it would not only attract tourism and business, but also promote the commercial interest in the town.

Sub. No.	Name	Summary of Submission
27	Brid Reardon	<ul style="list-style-type: none"> Lack of services to accommodate the anticipated tourist numbers of the Blueway walking trial. Canal inspired paved walkways are proposed, including contrasting paving to denote the historical route of the canal spur, DMURS walkways, lighting, incorporating a water feature, pedestrian links to Whelan Street, Westend and Drogheda Street, and transparent interpretative signage.
31	Pat Balfe in conjunction with Cllr Chris Pender	<p><u>Tourism</u></p> <ul style="list-style-type: none"> Develop the town as a Blueway arrival destination and create linkages with Umeras Peatlands Park. Include facilities for boating, fishing, and other water-based activities, with paths and cycleways connecting key sites. <p><u>Infrastructure for Tourism</u></p> <ul style="list-style-type: none"> Invest in infrastructure to support tourism, including visitor centres, signage, and transport links. Enhancing amenities such as cafes, restaurants, and accommodation options. Develop a coordinated marketing strategy for Monasterevin. <p><u>Community Involvement</u></p> <ul style="list-style-type: none"> Engage local communities in tourism initiatives including training programmes for local guides, support for local artisans and producers, and community-led tourism projects.
36	Robin Connolly	<p>It is hoped that the following will be achieved in 5 years:</p> <ul style="list-style-type: none"> Interpretive centres and visual displays for the historical and present achievements of Monasterevin. Monasterevin integrated as part of the South Kildare tourist trail with information points around town. Overnight and events accommodation facilities operating by 2031. A presence for the town on media, platforms, broadband and Wi-Fi.

Sub. No.	Name	Summary of Submission
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> • Encourage the development of tourism, particularly religious tourism, eco-tourism, whiskey tourism, food tourism, poetry and arts. • Support infrastructure such as cycle/bus/car parking and public toilets), • Support and enhance key tourism projects including the Church of Oak, Barrow Blueway and Umeras Peatland Park. • Identify key objectives for tourism developments, including the Cassidy Distillery and Moore Abbey sites. • Facilitate a range of additional tourist accommodation types.
51	IWAI Royal Canal (Inland Waterways Association of Ireland)	<p>The IWAI's submission states that the recent extensive restoration of Bell Harbour by Waterways Ireland could mark the redevelopment of Monasterevin as a vibrant canals' town.</p> <p>States that the Barrow can be difficult to navigate and that better facilities and greater support for Waterways Ireland to maintain the navigation can open enormous tourism potential in the region.</p> <p>Notes that canals offer year-round boat tourism and that the Inland Waterways Association of Ireland's Nav-Watch group have recently surveyed the canals and documented areas where dredging or maintenance are needed. The Nav-Watch Report 2020 – A Condition Survey of the Grand Canal, Royal Canal and River Barrow Navigations is attached to the submission.</p> <p>States that the inclusion of a dry dock in Monasterevin would add enormously to the attractiveness of Monasterevin. Alternatively, or complementing that, a service yard adjacent to the canal, where boats can be craned out to be worked on would be a huge advantage. Highlights the valuable employment opportunities for the town if all these industries could operate from one location.</p> <p>States that Government funding is needed to allow WI to reinstate necessary programmes of maintenance and bring the state of the navigation back to where it should be. Highlights that specific project funding and pressure from</p>

Sub. No.	Name	Summary of Submission
		<p>councils will help to drive this appreciation and development of our heritage waterways network.</p> <p>Highlights the need for services for barges and specifically the availability of a dry dock in the Dublin region. Notes the importance of beginning the process of future-proofing our canals and waterways. Further, highlights the Water Animation Strategy and states that it does not identify the importance of ‘through traffic’ on the two canals in Dublin. States that through traffic refers to the ability for boats to easily travel through one canal, out onto the Liffey and onward into the other canal, in either direction.</p> <p>Note that the Green and Silver waterways route between Dublin and the midlands is of international significance, it is the only circular boating route in Ireland and needs to be elevated to national planning status level to flourish.</p>

Response

Regarding tourism in Monasterevin, the LAP will build on objective RET O46 of the Kildare County Development Plan 2023-2029 (CDP) to develop and build on the tourism potential of Monasterevin’s heritage, including distilling and brewing and its natural environments as part of an integrated strategy for raising their profiles and identities.

The Barrow Blueway Project is approximately 90% complete. It is considered appropriate that the plan include objectives to support services that will accommodate the anticipated increase in tourist numbers in Monasterevin. The CDP includes several relevant objectives (RE O142 (a), RE O161 and RE O149):

- *Recognise the importance of Monasterevin as a Blueway arrival town in Kildare and invest resources into developing the town into a heritage and nature tourism destination.*
- *To support and facilitate the integration of greenways and blueways with Heritage/Tourist Trails.*
- *To explore the potential of locating tourist services and facilities along the county’s greenways and blueways where these could be provided in an accessible, sustainable manner and where they would complement the offering of nearby service centres.*

The Town Renewal Masterplan (TRMP) for Monasterevin, dated May 2023, includes strategic proposals supporting tourism development:

- Heritage Trail: A unique heritage trail to announce visitors’ arrival along the Barrow Blueway, connecting the town to the Church of Oak Distillery;
- Public Realm Improvements: Enhancements in the Canal Harbour Area, Market Square, and along Moore Street and Drogheda Street. These improvements include simplified wayfinding and signage, public seating, street tree planting,

architectural upgrades to heritage shop frontages, Sustainable Urban Drainage Systems (SUDS), public lighting.

- Woodland Trails: Trails on the grounds of Moore Abbey linking back to the Barrow Blueway at the town's Market Square.

The CDP also includes objective RE O135 to look at the feasibility of creating linkages between the proposed Umeras Peatlands Park and Monasterevin train station and objective RE O142 to seek to facilitate linkages between the Blueway and the nearby Ballykelly Mills and the proposed Umeras Peatlands Park.

Concerning the water-based activities, objective RE O119 of the CDP aims to promote Kildare as a hub for sustainable tourism and the sustainable development of low impact activities including orienteering, angling, equestrian activities, bird watching, canoeing, kayaking, paragliding, botany, photography, painting, yoga and meditation, in appropriate locations in order to diversify the range of tourist experiences available in the county and to extend the tourism season.

Developing a coordinated marketing strategy for Monasterevin is beyond the scope of a land use plan.

A Conservation Management Plan (CMP) for the Cassidy's Complex on Dublin Road was prepared in March 2024, which assesses the history, cultural significance, threats and viable reuse options for the Cassidy's Complex. This plan outlines a strategy for the sensitive conservation and innovative intervention of the complex, enabling the buildings to serve new, viable purposes that will ensure their long-term preservation. The CMP recommends preparing a conservation masterplan to develop a design strategy that will facilitate the vision of a vibrant mixed-use urban quarter for Monasterevin, while preserving the historical, industrial, and social significance of this important site.

Additionally, the CDP includes an objective (RE O88) to create a strategy to develop and promote Monasterevin as a centre for Distilling and Brewing that builds on the history of Monasterevin (Cassidy Distillery and Brewing Co.) and the current investment at the Church of Oak Distillery.

The proposal to support the development of a dry dock in Monasterevin will be considered as part of the preparation of the Plan.

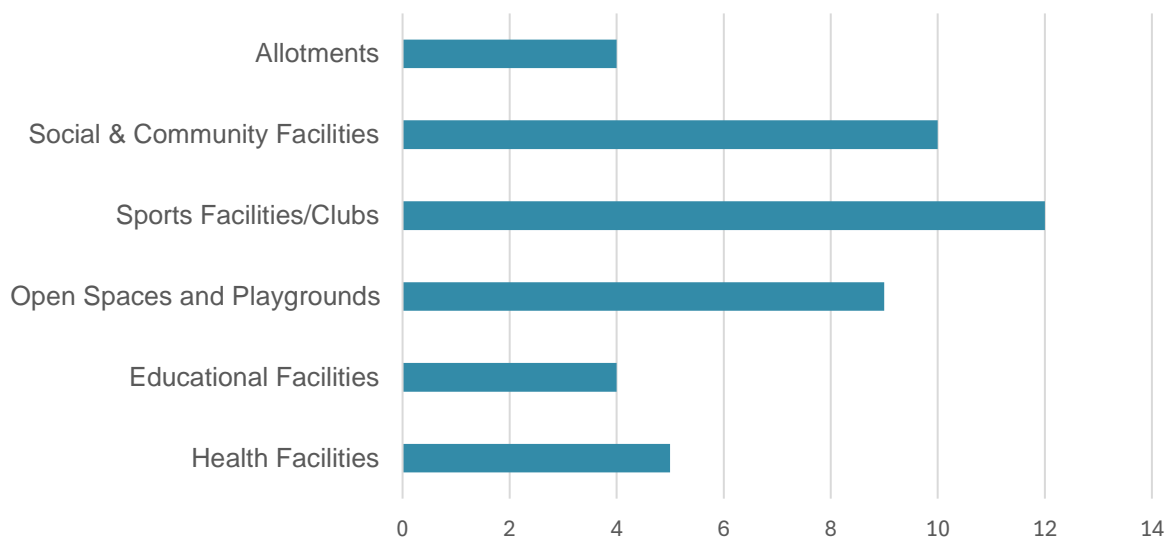
The comments made in relation to the maintenance of the Barrow navigation are noted, however it is considered that this is an issue for Waterways Ireland. Regarding the submission related to the Green and Silver Route, this route does not run through Monasterevin and, therefore, does not relate to the LAP.

The LAP will build on the objectives contained in the CDP, the TRMP proposals, and the recommendations from the Cassidy's Complex CMP in developing a Tourism Strategy for the town of Monasterevin.

4.2.6 Social Infrastructure

Figure 4 provides a breakdown of the issues raised in the submissions received concerning the theme 'Social Infrastructure'. Most of the issues raised related to Open Spaces and Sports Facilities/Clubs. Sections 4.2.5.1 to 4.2.5.6 provides a brief overview of the key issues raised in the submissions received as well as an overview of the responses from Kildare County Council to these issues.

Figure 4: Key Topics raised relating to Social Infrastructure



4.2.6.1 Issue 1: Health Facilities

Sub. No.	Name	Summary of Submission
04	Robyn Moriarty	<ul style="list-style-type: none"> The submission proposes a medical centre.
27	Brid Reardon	<ul style="list-style-type: none"> Questions if the land zoned E2 in the current Monasterevin LAP could be used for a health centre or mixed-use development.
36	Robin Connolly	<ul style="list-style-type: none"> It is hoped that medical services will be in the pipeline in 5 years.
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> Support and facilitate new and improvements/expansions of existing health facilities at appropriate locations.
47	HSE Community Healthcare Organisation	<ul style="list-style-type: none"> Consider including sufficient health-related zoning in the Monasterevin Local Area Plan.

Response

As part of the preparation of the Plan, a Social Infrastructure Audit (SIA) will be carried out which will, inter alia, examine the current context with respect to social infrastructure provision in Monasterevin whilst also identifying the future requirements of the town, including a series of recommendations on priority areas for investment and delivery within the Plan area. It should be noted that while the SIA assessed the provision of medical facilities in the town, it is outside the remit of the LAP to provide and/or deliver such facilities. The role of the Plan is to appropriately zone a sufficient quantum of land to facilitate medical facilities, and it can include supporting policies and objectives related to same.

4.2.6.2 Issue 2: Educational Facilities

Sub. No.	Name	Summary of Submission
16	Department of Education	<p>The Department notes the current Kildare CDP 2023-2029 designates Monasterevin as a ‘Self-Sustaining Growth Town’ and provides a population increase of 654 persons for Monasterevin by 2028.</p> <p>It is worth noting that where the projected population increases materialise, a requirement for additional education provision at both primary and post-primary level may emerge over the lifetime of the plan. The Department will consider the impact of any further projected population increase beyond 2028.</p> <p>The Department requests that the LAP considers the cumulative impacts of regeneration and redevelopment on existing community facilities. Population growth within the existing “built-up” footprint of the town has the potential to upset the balance of use relative to education provision in the area.</p> <p>The department requests that the Draft Plan be explicit in its continued support for the provision of adequate and suitable school accommodation, including the development of new schools and the expansion or alteration of existing ones.</p>
36	Robin Connolly	It is hoped that educational services will be in the pipeline in 5 years.
40	Cllr Kevin Duffy	Support and facilitate new and improvements/ expansions of existing educational and health facilities at appropriate locations.

Sub. No.	Name	Summary of Submission
42	Lorraine Benson	The plan should include provisions for schools.
50	National Office for Environmental Health Services	<u>The National Positive Ageing Strategy</u> Promote access (in terms of affordability, transport availability, accessibility of venue) to opportunities for continued learning and education for older people.

Response

It is not a function of Kildare County Council to deliver schools. However, the Planning Department engages with the Department of Education through an agreed Memorandum of Understanding and ongoing engagement takes place to pre-empt where educational pressures are expected to arise and to plan accordingly for same. The Plan can ensure sufficient land is zoned at the appropriate location for future school provision.

It should also be noted that the Social Infrastructure Audit (SIA) will identify the existing capacity levels of the existing educational facilities available in the town, relative to its existing and projected population and will identify gaps in such infrastructure. The cumulative impacts of regeneration units will also be considered as part of the Plan.

In keeping with the principles of the 10-minute settlement, accessibility and distribution of educational facilities within Monasterevin will be a key consideration when zoning land in order to facilitate active travel in the community.

4.2.6.3 Issue 3: Open Spaces and Playgrounds

Sub. No.	Name	Summary of Submission
03	Sinn Fein	<ul style="list-style-type: none"> Propose installing a multi-age level children's playground.
04	Robyn Moriarty	<ul style="list-style-type: none"> The submission proposes a gym for kids, a new playground and cleaning up bad words in the existing playground.
27	Brid Reardon	<ul style="list-style-type: none"> Exercise equipment for Riverside Park. Green areas in new housing estates to have outdoor play or hang out areas for older children and teens, and especially spaces for girls. A skate park at Barret Park when the soccer club moves.

Sub. No.	Name	Summary of Submission
31	Pat Balfe in conjunction with Cllr Chris Pender	<ul style="list-style-type: none"> • Increase the number of parks, playgrounds, and green spaces. Design these spaces to be inclusive and accessible.
36	Robin Connolly	<ul style="list-style-type: none"> • Hope for a skate park in 5 years.
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> • Support and facilitate a skatepark at an appropriate location.
42	Lorraine Benson	<ul style="list-style-type: none"> • The plan should include provisions for facilities like a skate park, outdoor chess, basketball courts, and performance spaces.

Response

The submissions' proposals for more outdoor play areas in Monasterevin and the improvement of existing play areas are noted and will be considered in the Social Infrastructure Audit (SIA). It is intended that the outputs of the SIA will inform the Plan on the need for particular types of open space to ensure the provision of facilities for all age groups (i.e., multi-age playgrounds, a skatepark and a basketball court). In keeping with the principles of the 10-minute town, accessibility and distribution of open space within the town will be a key consideration.

The potential of developing a local park on the Moore Abbey and other suitable lands will be considered as part of the preparation of the Plan.

Section 15.6.6 of the County Development Plan sets out the requirements for public open spaces in residential developments and includes a public open space minimum standard of 15% of new development site areas and also include a requirement for large sites to identify areas for a hierarchy of uses, e.g., more casual 'pocket parks' for smaller children to play, informal kick about areas and areas for passive amenity.

4.2.6.5 Issue 4: Sports Facilities / Clubs

Sub. No.	Name	Summary of Submission
04	Robyn Moriarty	<ul style="list-style-type: none"> The submission proposes a rugby pitch.
27	Brid Reardon	<ul style="list-style-type: none"> The extension of the Monasterevin AFC (Togher Park) pitch to the green space behind. Sports Centre – Swimming Pool
31	Pat Balfe in conjunction with Cllr Chris Pender	<ul style="list-style-type: none"> Invest in the development of sports facilities, such as MUGAs, swimming pools, and fitness centres. Ensure facilities are distributed equitably across the town.
36	Robin Connolly	<p>It is hoped that the following will be achieved in 5 years:</p> <ul style="list-style-type: none"> Sports Hub facility up and running in cooperation with Moore Abbey and KCC. Water Hub facility built and successfully operating. The resurrection of a tennis club and bat and ball games. Progress towards having indoor swimming and fitness facility.
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> Support the development of the Sports Hub in Moore Abbey. Support the delivery of the Water Hub at Moore's Lock. Support the provision of a slipway access to the River Barrow.
48	John Dunne on behalf of Monasterevin AFC	<ul style="list-style-type: none"> The Monasterevin AFC Togher Road facility is leased from KCC on a 99-year lease. The club is currently awaiting confirmation from KCC regarding paperwork to confirm the lease. Monasterevin AFC also makes use of the old Ballykelly GFC Field (Barrett Park) owned by Barrett Construction. This facility is due to be taken back by Barrett Construction at the start of 2025. Monasterevin AFC wishes to work with KCC and local officials to identify a permanent and long-term home for the club. It is stated that the proposed Sports Hub in Monasterevin could be a long-term solution, but the club faces massive short-term issues.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> It is suggested that the piece of land beside the current Togher Road pitch could be a solution to address the potential loss of Barrett Park, which will severely impact the club's access to grass pitches. Monasterevin AFC would be delighted to be involved in developing this land for sports use, once the current Togher Road official lease documentation is signed off by KCC. It is stated that Monasterevin AFC would meet KCC at any juncture to resolve the short-term and explosive problem of losing Barrett Park in 2025.
50	National Office for Environmental Health Services	<ul style="list-style-type: none"> Include a strategy in the LAP to compile a directory of publicly accessible sports/recreational and amenities facilities. Physical activity for Children and Young People Services Committees should be considered in the LAP. The plan should enable/support all ages to engage in active play/sport (in formal and informal spaces) and active travel.

Response

The Social Infrastructure Audit (SIA) that is being prepared for Monasterevin will identify the existing capacity levels of the existing sports facilities available in the town, relative to its existing and projected population and will identify gaps in such infrastructure, including gaps in the types of facilities available.

The submissions suggesting an extension of the current Monasterevin AFC Togher Road pitch are noted. The provision of the requisite levels of sports facilities within Monasterevin is an important consideration of this Plan. Any planned population growth will be supported by ensuring adequate land is zoned for the provision of social infrastructure. Retaining the F: Open Space and Amenity zoning of the lands northeast of the existing Togher Road pitch will be considered. However, lease agreements with sports clubs and funding for the development of pitches are beyond the scope of a land use plan.

The comments in relation to the Sports Hub and Water Hub are noted. KCC granted planning permission for the development of a Water Sports Hub at Moore's Lock earlier this year and the LAP will also support the development of the Hub. Furthermore, the Parks Department of KCC has prepared an outline plan for the proposed Sports and Recreation Hub at Moore Abbey which will be supported by the Plan.

4.2.6.6 Issue 5: Social and Community Facilities

Sub. No.	Name	Summary of Submission
27	Brid Reardon	<ul style="list-style-type: none"> The submission questions whether the council could continue to provide funding and support to complete the final stages of the refurbishment of the Monasterevin Community Centre. Suggest that the library move to the Bank of Ireland Building.
31	Pat Balfe in conjunction with Cllr Chris Pender	<ul style="list-style-type: none"> Youth centres should provide safe spaces for teenagers. Develop accessible community centres and shared spaces, to serve as hubs for social interaction and community activities. Develop facilities, such as libraries, performance spaces, and community centres. Facilities should be easily accessible and cater for diverse needs. Develop partnerships with local cultural organisations, artists, and historians to create a diverse cultural calendar. Develop public art installations and cultural events.
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> Support and facilitate the development of the Monasterevin Community Centre and Council Hall. Support the Monasterevin Youth Action building extension. Identify the key needs/gap in facilities to engage and support our 14-17 youth. Facilitate an extension of St Evin's Cemetery.

Response

The issues raised regarding funding refurbishments of community facilities and relocating the library are noted. However, while the plan can ensure sufficient land is zoned for community purposes at appropriate locations, the delivery of projects and the funding of projects are beyond the scope of a land use plan. In this regard however, Kildare County Council granted permission to the Kildare Youth Services TA In Sync Youth & Family Services for the extension of the Youth Action building on the 21st of March 2024 (Ref no. 2360462).

The request to identify the gap in youth facilities provided in Monasterevin is acknowledged. The LAP will be accompanied by a Social Infrastructure Audit (SIA) which will examine the current context with respect to social infrastructure provision in Monasterevin whilst also identifying the future requirements of the town, including a series of recommendations on priority areas for development within the Plan area.

Regarding the extension of the St Evin's Cemetery, KCC has prepared an outline plan for the extension of the cemetery and the Plan will be supportive of this.

4.2.6.7 Issue 6: Allotments

Sub. No.	Name	Summary of Submission
13	Irish Residential Boat Owners Association (IRBOA)	<ul style="list-style-type: none"> It is submitted that more space is needed for allotments.
15	Alessandra Cesari	<ul style="list-style-type: none"> It is submitted that more space is needed for allotments.
31	Pat Balfe in conjunction with Cllr Chris Pender	<ul style="list-style-type: none"> Develop community gardens and allotments. Support urban agriculture initiatives.
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> Promote community-managed gardens/allotments at appropriate locations.
50	National Office for Environmental Health Services	<ul style="list-style-type: none"> Facilitate community gardens through identifying and releasing suitable publicly owned land. The EHS supports the provision of allotments.

Response

KCC undertook an investigation of the potential/feasibility of developing community gardens and allotments throughout the county as per Section 13.7.2 of the CDP. Initial survey work conducted by KCC in 2023 recorded 37 submissions seeking an allotment or a community garden within Monasterevin. The results of this survey work will inform the Plan.

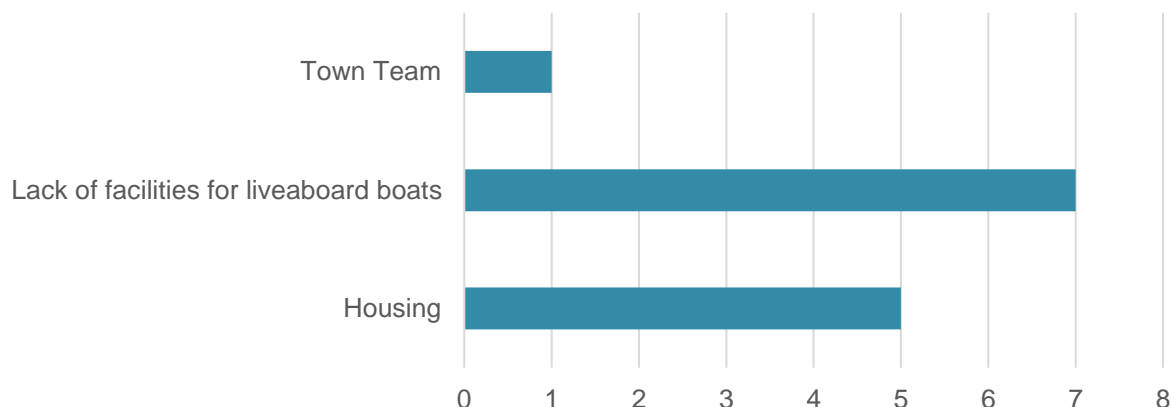
It should be noted the County Development Plan includes a number of objectives (LR O101, LR O102, LR O103 and LR O104) that support the development of allotments/community gardens, the LAP will build on these objectives to support the provision of allotments/community gardens in Monasterevin.

4.2.8 Housing and Community

Figure 5 provides a breakdown of the issues raised in the submissions received concerning the theme 'Housing and Community'. Most of the issues raised related to the need for facilities and berths for liveaboard boats.

Sections 4.2.6.1 to 4.2.6.3 provide a brief overview of the key issues raised in the submissions received and a response to the issues raised.

Figure 5: Key issues relating to Housing & Community



4.2.8.1 Issue 1: Housing and Community

Sub. No.	Name	Summary of Submission
04	Robyn Moriarty	The submission proposes: <ul style="list-style-type: none"> Cheap houses.
22	The Heritage Council	<ul style="list-style-type: none"> The historic Irish terraced townscape should be promoted in new housing design. Consult the Sustainable Residential Development and Compact Settlements guidelines.
27	Brid Reardon	<ul style="list-style-type: none"> Lack of rental properties and affordable homes. The secondary school and boy's school (due to move soon) sites could be connected and used for mixed-use residential to serve an ageing population. This could be funded by the Town Centre's first programme.
31	Pat Balfe in conjunction with Cllr Chris Pender	<ul style="list-style-type: none"> Develop affordable housing units. Emphasise the importance of centralised housing development. Promote compact growth.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> Advocates for flexible zoning including rezoning land currently designated for industrial purposes to residential and open space and amenity uses.
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> Good mix of housing types and sizes in all new residential areas and appropriate brownfield/infill areas. Provision of supported housing and longer-term residential care solutions for older people and/or people with disabilities. Support specific purpose-built housing for older people. Support appropriately designed 'self-build' houses on the sites zoned as service sites.
50	National Office for Environmental Health Services	<ul style="list-style-type: none"> Plans for Nursing Homes or Residential Care Facilities should include proposals for gardens, and recreational activities. An assessment of housing need and provision and consider all housing options in development (i.e. social housing, sheltered housing; retirement villages). Implement Older People Remaining at Home strategy. Promote lifetime adaptable housing and design and the use of assistive technologies. Promote and improve community inclusion of people with disabilities in their local community and community-based services. Promote and improve greater connectivity between generic communities-based services and disability-specific organisations. Focus on meeting the housing and accommodation needs of people with disabilities. A local re-housing plan should be prepared and jointly co-ordinated with the HSE, in collaboration with service providers. Base the LAP on best practice in including people with disabilities in local communities and should facilitate dispersed housing with personal support. Consider reserving a certain proportion of dwellings for people with disabilities.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Focus on supporting and sustaining people with disabilities to live in their own homes in the community through the provision of housing grants. • Support people with disabilities to access employment and education opportunities. • Support people with disabilities to access mainstream community services.

Response

The contents of the submissions are noted. In devising an appropriate development strategy for Monasterevin, regard will be had to, inter alia, the Sustainable Residential Development and Compact Settlements Guidelines (2024). To achieve compact growth, a sequential approach to land use zoning will be used, which will be underpinned by a Settlement Capacity Audit (SCA) for the town in accordance with NPO 72 a-c and Appendix 3 and of the NPF, and Section 4.5.2 of the Development Plan Guidelines for Planning Authorities (2022). This Settlement Capacity Audit will determine which lands are serviced or serviceable during the lifetime of the Plan for residential use.

It is envisaged that the Plan will include a range of provisions to facilitate active land management to transition to low-carbon development, with particular emphasis on the delivery of residential development at sustainable densities on appropriate lands within the town centre, and in close proximity to public transport, in keeping with national and regional policy.

Affordable Housing

Councils are required to comply with the statutory provisions under the Affordable Housing Act which were incorporated under Part V of the Planning and Development Act 2000 (as amended) in relation to the provision of social and affordable housing. Additionally, the Kildare County Development Plan (CDP) includes an objective (HO O40) to support Government's affordable housing initiatives, including the Affordable Purchase Scheme and First Home / Share Equity Scheme, introduced by the Affordable Housing Act 2021.

Housing for Older Persons and People with Disabilities

The creation of an age-friendly town will be a central consideration of the Plan. Section 10.8.3 of the CDP sets out policies to address housing for older persons including the following objectives:

- *SC O35 Cater for the diversity of older people's needs by promoting adaptability and flexibility in the design of homes and the promotion of appropriate commercial and community facilities in population centres with higher proportions of older people.*
- *SC O37 Require a mobility strategy to accompany applications for nursing homes and residential care facilities detailing connections to amenities, parks, open spaces and local town/village/neighbourhood centres for access to services and facilities.*

- *SC O38 Require nursing home proposals to include appropriately sized open space, gardens and recreational areas that are accessible to residents.*
- *SC O40 Adopt the ethos of McAuley Place, Naas as a recognised model of excellence for Positive Aging and best practice in Ireland in planning and delivering services to older people and aim to emulate this model within each of the five municipal districts in Kildare, at appropriate and sustainable locations.*

Kildare County Council is committed to implementing the framework for the delivery of housing for disabled people, as set out under the National Housing Strategy for Disabled People 2022-2027 which seeks to facilitate people who wish to live independently within their communities and to further enable equal access for disabled people to housing. In this regard, the CDP has a range of provisions to support the strategy including an objective (HO O15) which requires all new residential developments in excess of 5 residential units to provide for a minimum of 20% universally designed units.

The LAP will include objectives, in accordance with the provisions of the CDP, to ensure the development of a range of housing types to meet the needs of an aging population and disabled people.

Serviced Sites

The National Planning Framework (NPF), Project Ireland 2040, is committed to supporting local authorities in acquiring land, preparing sites, and providing local infrastructure to facilitate self-build development options in towns, villages, and rural settlements as outlined in the County Development Plan Settlement Hierarchy. Monasterevin is designated as a Self-Sustaining Town in the Kildare County Development Plan 2023-2029. Therefore, it is not considered appropriate to zone land for 'Serviced Sites' in the LAP. Residential densities in the Plan will be guided by the Sustainable Residential Development and Compact Settlements guidelines (2024).

4.2.8.2 Issue 2: Lack of facilities for liveaboard boats

Sub. No.	Name	Summary of Submission
13	Irish Residential Boat Owners Association (IRBOA)	<p>The submission proposes installing:</p> <ul style="list-style-type: none"> • Several freshwater taps at Belle Harbour and along the canal, also accessible to campervans; • A pump out facility by the canal for black water; and • A disposal unit for chemical toilets, also accessible to campervans.
14	Sam Wynn	<p>The submission proposes the provision of:</p> <ul style="list-style-type: none"> • Freshwater taps within reach of boats on the canal; and • A pump out facility by the canal for black water.

Sub. No.	Name	Summary of Submission
15	Alessandra Cesari	<p>The submission proposes installing:</p> <ul style="list-style-type: none"> • Several freshwater taps at Belle Harbour and along the canal, also accessible to campervans; • A pump out facility by the canal for black water; and • A disposal unit for chemical toilets, also accessible to campervans.
36	Robin Connolly	<p>It is hoped that the following will be achieved in 5 years:</p> <ul style="list-style-type: none"> • Canal facilities developed to provide services for berthing.
42	Lorraine Benson	<ul style="list-style-type: none"> • The submission states that the draft plan should include canal side amenities, freshwater taps, and services for liveaboard boats on small-scale to avoid overpowering the local river and canal-scapes.
51	IWAI Royal Canal (Inland Waterways Association of Ireland)	<p>It is submitted that Monasterevin is an ideal location to install facilities and berths for liveaboard boats. Notes the current explosion of interest in living on the water stems from our national housing crisis. States that small, well-planned communities should be encouraged in multiple locations throughout the canal network. The outskirts of Bell Harbour is suggested as an ideal location.</p> <p>Highlights the benefits of bringing facilities such as a toilet/service block to a canal town and states that it can be used by liveaboard people, touring boats, hire boats, walkers, cyclists, kayakers, local sports clubs and all greenway users.</p> <p>Notes that there's a long waiting list of people who applied to Waterways Ireland for a liveaboard berth and that planning sensitively for these growing communities is long overdue.</p> <p>States that Dublin and Kildare urgently need fully serviced liveaboard berths. There are generally no drinking water available, very limited sewage pump-out facilities, little lighting, few jetties and crucially almost no electricity.</p> <p>Notes that the right location is critical to the success of a liveaboard community, and that Monasterevin's Bell Harbour is that perfect, ready-made location. States this plan should aim to expand facilities to promote canal living and expand tourism.</p>

Sub. No.	Name	Summary of Submission
		<p>Submits the inclusion of jetties or quayside moorings on the edge of the harbour would be required, equipped with bollards supplying barges with power and water, a broadband link would be essential also. Details that the berths would be sensitively lit with lights atop the service bollards. A pump-out station at a dedicated berth would allow boats to empty their holding tanks as required. A handful of berths could be reserved for short stay visitors, which would help encourage and develop much needed tourist links between the Shannon, Dublin and the Southeast.</p> <p>Highlights that boating communities are very low-carbon communities and generally very eco-friendly.</p> <p>States that serviced berths would generate income for WI and that WI is currently proposing revised mooring fees to fund improved facilities along the canals.</p>
52	E O'Loughlin	<ul style="list-style-type: none"> • It is stated that the Grand Canal around Monasterevin is underused and requires 'joined up thinking' from Bord Failte, Kildare County Council, Bord na Mona, Waterways Ireland, and Volunteer and Commercial organisations to maintain and promote this amenity. • The submission highlights a paper IWAI Kildare submitted to the Bord na Móna Bog Rehabilitation Scheme (February 2021). • This paper highlights views on Tourism, Heritage and Housing on the Barrow Line of the Grand Canal from Rathangan to Umeras to Monasterevin and some solutions to issues facing Ireland today – lack of housing, climate change, and ways to increase tourism and the economy in rural Kildare. • The paper proposes the following: <ul style="list-style-type: none"> ○ Creating a Marina for residential and touring barges adjacent to the Grand Canal. ○ New mooring posts, a jetty, and signage to highlight nearby attractions and local history. ○ An access path beside the Marina to the main Peatlands Park, a service block for boaters, walkers and cyclists, broadband access, and bicycle stands.

Response

The contents of the submissions in relation to liveaboard units are noted. Recognising the significance of Monasterevin's waterways for tourism enhancement and the need for diversified housing options, it is considered appropriate to support the development of the necessary infrastructure to facilitate the expansion of water-based activities in Monasterevin. This includes safe and convenient mooring facilities, subject to the appropriate environmental assessments. It is beyond the council's scope to commit to specific infrastructure projects such as the provision of freshwater taps, pump-out facilities and disposal units.

The Kildare County Development Plan 2023-2029 includes an objective (LR O42) to support and facilitate Waterways Ireland and other relevant stakeholders with the provision of additional mooring and berthing facilities at appropriate locations throughout the county and the Draft Plan may also include objectives to support this.

4.2.8.3 Issue 3: Town Team

Sub. No.	Name	Summary of Submission
27	Brid Reardon	<ul style="list-style-type: none"> Set up a Town Team to get council, local groups and businesses working together to plan a way forward.
31	Pat Balfe in conjunction with Cllr Chris Pender	<ul style="list-style-type: none"> Engage local communities in tourism initiatives including training programmes for local guides, support for local artisans and producers, and community-led tourism projects.

Response

The Government's Town Centre First Policy aims to tackle vacancy, combat dereliction and breathe new life into town centres. The policy lays the foundation for towns to develop a Town Team.

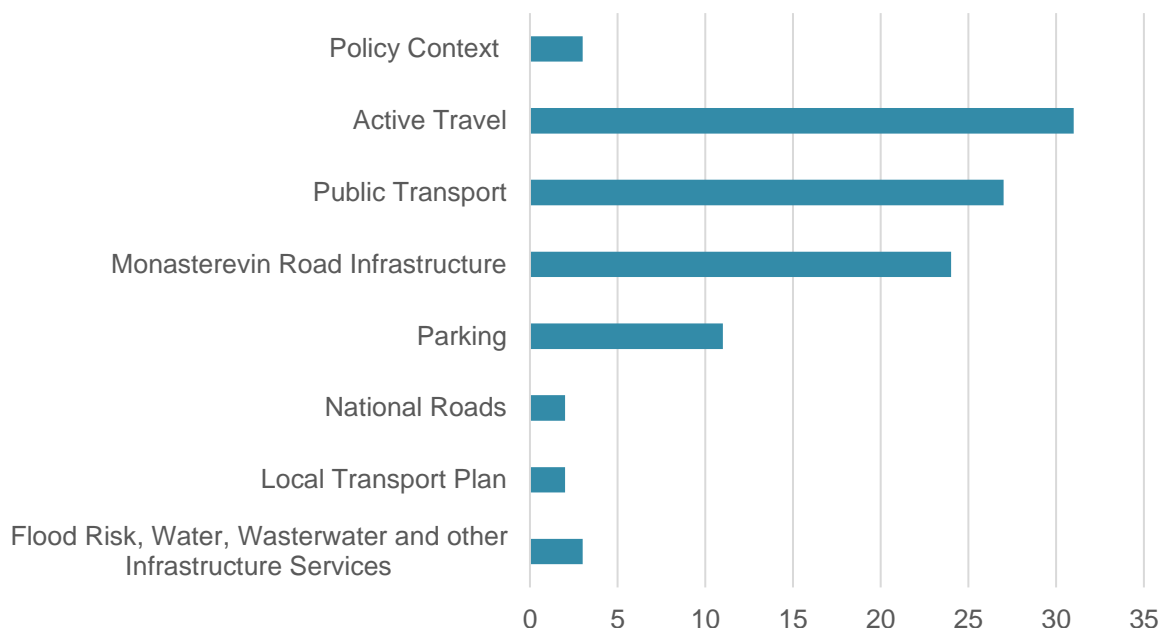
Monasterevin has been awarded €10,000 under the Town Centre First 'Town Team' Support Fund. This funding can be used to support the establishment and development of town teams where they are not already, as well as capacity building and to better understand the unique features of the town. The Housing and Regeneration Department of Kildare County Council will lead this initiative in consultation with Elected Members and community representatives.

Appropriate mechanisms to support the Town Team carrying out their duties in respect of prioritising the regeneration of the town centre through the application of the government's Town Centre First policy (2022) will be considered during the formulation of the Draft Plan.

4.2.9 Sustainable Movement and Infrastructure

Figure 6 provides a breakdown of the issues raised in the submissions received concerning the theme ‘Sustainable Movement & Infrastructure’. Most of the issues raised related to the provision of active travel infrastructure. The sections below provide a brief overview of the key issues raised in the submissions received and an overview of the responses from Kildare County Council to these issues.

Figure 6: Key Topics raised relating to Sustainable Movement & Infrastructure



4.2.9.1 Issue 1: Policy Context

Sub. No.	Name	Summary of Submission
32	Department of Transport (DoT)	<p>DoT requests that the following policy developments be reflected in the proposed plan:</p> <ul style="list-style-type: none"> The specific actions assigned to local authorities in the “whole of Government” National Disability Inclusion Strategy (NDIS) 2017-2022. The United Nations Convention on the Rights of Persons with Disabilities (UNCPRD) ratified by Ireland in 2018. The Design Manual for Urban Roads and Streets (DMURS) Interim Advice Note – Covid-19 Pandemic Response published in 2020. To ensure a ‘whole journey approach’ and a universal design approach to the built environment’. The Connecting Ireland Rural Mobility Plan (2022-2025).

Sub. No.	Name	Summary of Submission
35	Department of the Environment, Climate and Communications	Requests consideration of the measures within CAP24 relating to sustainable mobility and reducing the demand for transport journeys by private vehicles (Avoid-Shift -Improve Framework) through more effective land use and transport planning integration and compact growth principles. Encourage adopting policy that supports the transport objectives set in the KCDP 2023-2029.
39	National Transport Authority (NTA)	<p>Recommends that the preparation of the Local Area Plan (LAP) be guided by and include land use policies and objectives, which support the consolidation of urban-generated development within existing urban areas, in complement with the integration of land use and transport planning:</p> <ul style="list-style-type: none"> • Development should be based on the 'Avoid-Shift-Improve' principle; the 'Decide and Provide' approach; and the general objectives of the 10-minute town concept; • Development patterns that seek to consolidate development should be supported and prioritised; • The location of development should be guided by the 'sequential approach'; • Major new 'out-of-town' retail developments should not be supported; • Trip intensive development, such as large-scale office developments, should not be supported at more peripheral and/or less accessible locations; • Land use policies that seek to provide for an appropriate mix of uses at the district and neighbourhood level should be supported; • Ensure the road and street networks in new developments include filtered permeability, and include measures that deliver filtered permeability in existing neighbourhoods; • Ensure that access by walking, cycling and public transport is a key determinant in the location of services such as schools, retail and leisure facilities; • Ensure that the detailed design of local services maximises priority for pedestrians and cyclists and eliminates, as far as practicable, interference and conflict between pedestrians, cyclists and motorists;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> Where car parking is provided it should be located and designed in a manner that reduces the potential for safety hazards and reduces the visual dominance of cars; Set down or drop-off areas are not encouraged in close proximity to schools, unless there is no safe alternative area, including on the public road, within a short walk where cars can park safely and with a footpath link to the school; and Planning applications for new schools or the expansion of existing schools should only be supported where the road network in the vicinity of the proposed development facilitates or is planned to facilitate, safe and convenient walking and cycling access to the school. <p><u>National Policy Context</u></p> <p>Notes that the transport sector is committed to meet the emissions targets under the Climate Action and Low Carbon Development (Amendment) Act 2021.</p> <p>Identified the following three main actions which should inform the LAP:</p> <ul style="list-style-type: none"> Reducing the demand for travel; Increasing use of public transport, walking and cycling and a reduction in trips by car; and Conversion of the transport fleet to zero emissions vehicles. <p>Highlights that the National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel and public transport and the National Investment Framework for Transport in Ireland (NIFTI) is the strategic framework for future investment decision-making in transport. NIFTI sets out the road user modal hierarchy in Ireland as: 1. Active Travel (Walking & Cycling); 2. Public Transport; 3. Private Vehicles. It also outlines an intervention hierarchy, which is: 1. Maintain; 2. Optimise; 3. Improve; 4. New. Submits that the LAP should align with these national policy documents.</p> <p><u>Accessibility</u></p> <p>States that facilitating and promoting universal design should be a key consideration in the LAP, as it relates to transport policies and objectives. Submits that making the external built environment accessible to all</p>

Sub. No.	Name	Summary of Submission
		<p>can facilitate and promote the greater use of public transport, walking and cycling for all in society, including those with specific mobility issues and requirements. States that objectives that promote universal design in the external built environment should be included in the LAP.</p> <p><u>National Transport Authority Guidance Documents</u> The NTA recommends that the preparation of the LAP be informed by the following NTA guidance:</p> <ul style="list-style-type: none"> • Cycle Design Manual; • Permeability: A Best Practice Guide; • Achieving Effective Workplace Travel Plans: Guidance for Local Authorities; • Workplace Travel Plans: A Guide for Implementers; • Toolkit for School Travel; and • Guidance Note on Area Based Transport Assessment (NTA and TII).
50	National Office for Environmental Health Services	<ul style="list-style-type: none"> • Transport options should be prioritised in line with the transport hierarchy. • Deliver on the Road Safety Authorities strategy 2021 – 2030 priority seven regarding safe and healthy modes of travel. • Reference should be made to the following: <ul style="list-style-type: none"> ○ National Sustainable Mobility Policy 2022 ○ Smarter Travel Policy 2009 – 2020 and/or recent updates ○ National Cycle Policy Framework 2009 – 2020 and/or recent updates ○ Government Road Safety Strategy 2021 – 2030 <p><u>The National Positive Ageing Strategy</u> LAP should take note of the National Positive Ageing Strategy and ensure that there is:</p> <ul style="list-style-type: none"> • Provision of age-friendly public transport. • Age-friendly designed urban environments (street lighting, footpaths, roads, public seating).

Response

The comments raised in the submission relating to the guiding principles for preparing a Local Area Plan are noted. KCC acknowledges the need to pursue a robust evidence-led approach to developing an integrated land-use and transport strategy for the town, which fully aligns with national and regional spatial and transport policy, including the Road User Hierarchy, the 'Avoid-Shift-Improve' principle; the 'Decide and Provide' approach; and the general objectives of the 10-minute town concept.

Regarding the issue of universal design, it should be noted that Objective TM O2 of the County Development Plan states that it is an objective of the Council to promote and drive a human-centred, whole journey approach to improving transport infrastructure and accessibility in County Kildare to ensure a seamless user experience. A key element of the LAP will also be to seek to implement universal accessibility with regards to all transport infrastructure in the town. It is envisaged that the Plan will incorporate a range of provisions both through overarching objectives and specific measures to support universal movement throughout the town.

A Local Transport Plan will be prepared to inform the Local Area Plan and will bring forward a suite of measures to improve sustainable movement in Monasterevin.

4.2.9.2 Issue 2: Active Travel

Sub. No.	Name	Summary of Submission
04	Robyn Moriarty	<ul style="list-style-type: none"> The submission proposes cycle paths.
07	Sinn Fein	<ul style="list-style-type: none"> The submission proposes installing cycle lanes from Junction 14 to Monasterevin.
10	Bianca Haghiac	<ul style="list-style-type: none"> Need a cycle road or pedestrian walk to Junction 14 and Kildare Town.
22	The Heritage Council	<ul style="list-style-type: none"> Ensure non-car-based alternatives are viable. Need for safety during journeys and secure storage at both ends of journeys for cyclists. Need cycle parking standards for all uses and active route planning for cycle lanes.
27	Brid Reardon	<ul style="list-style-type: none"> Lack of footpaths under the railway bridge at Canal Harbour which is also prone to flooding. Suggest replicating the set-up at the Rathangan road rail bridge. The St Marys Lane road/footpath needs to be upgraded. Also, there are ongoing issues with parking at the top of the lane at mass times.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • No footpaths along the streamside of the R414 road from Cassidy's Court to Supervalu. • The Distillery Court pedestrian bridge comes straight onto the road, a pedestrian crossing is required. • Unsafe for pedestrians at Nags Head. • No footpaths from Ferns Bridge to Ballyalley Cross. • Need a footpath from Ballyalley Cross to Old Grange and from there to Canal Harbour. • Need pedestrian routes required to link the new housing estates to the main streets of the town and the train station. • Providing a cycle path from the blueway along Drogheda street, Dublin Road, and on to Moore Abbey woods – also linking to St Pauls' new school. • Walking and cycling links from the canal Blueway to the rest of the town. • Provide cycle lanes from Rathangan road (Ferns Bridge/Evans pk, Old Grange) to St Paul's School.
31	Pat Balfe in conjunction with Cllr Chris Pender	<ul style="list-style-type: none"> • Develop safe, high-quality pathways. • Adopt a cycling plan, including segregated cycle lanes, improved infrastructure, and greenways. • Suggests widening footpaths, installing pedestrian crossings, and creating car-free zones in the town centre. • Enhance accessibility and reduce segregation.
39	National Transport Authority (NTA)	<p>States that the LTP should focus on the identification of the required networks and measures to bring improvements for walking and cycling modes. Submits that the LTP should identify measures such as permeability and junction improvements and footpath and cycle track upgrades. These measures should be incorporated into the Draft LAP.</p> <p>Notes the national funding streams to target improvements for walking, cycling and other public realm interventions. Refers the Safe Routes to Schools programme funding and states that enabling journeys to school to be completed by walking and cycling, should be a key priority for the LTP and LAP.</p>

Sub. No.	Name	Summary of Submission
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> • Seek to implement a connected network of walking and cycling infrastructure. • Support the Safer Routes to School and NTA initiative from Cowpasture along Dublin Rd., and along Drogheda Street, including the signalised junctions at New Lodge Cross and the Nags Head. • Seek to create key permeability links to key transport and social infrastructure. • Review opportunities to complete existing walking loops including Old Grange to the Canal and Barrow Blueway and missing sections of key footpath links, like Brocan Wood to New Lodge Cross and Portlaoise Rd. • Support and facilitate the formation of alternative access routes to the train station. • Develop a pedestrian bridge linking the Main Street to the 'Hulk' site across the River Barrow. • Collaborate with Irish Rail to facilitate access to the train station on both sides.
42	Lorraine Benson	<ul style="list-style-type: none"> • Monasterevin should prioritise pedestrians over cars, while maintaining access for businesses and deliveries. Signs indicating this policy should be placed at the entrances to the town. • Provide cycling paths. • Install bike racks and parking along the canal. • Ensure the safety of children, students, and wheelchair users.
46	Ben Holmes	<ul style="list-style-type: none"> • The submission proposes a continuation of the footpath under the railway bridge (by the canal) outside the train station.
50	National Office for Environmental Health Services	<ul style="list-style-type: none"> • Create environments to promote/encourage active living including active travel and access to recreational spaces. • Support opportunities for increasing physical activity levels. • Consider the issue of scooters in the context of active travel and road safety. • The local authority should identify and implement safe walking and cycling routes to and from

Sub. No.	Name	Summary of Submission
		<p>educational institutions as well as provide better access for people with disabilities.</p> <ul style="list-style-type: none"> • Review the school transport service, the current distance eligibility criteria, where it is not feasible to provide safe walkways and/or cycle paths. • Provide facilities such as secure bike parking and changing/showering facilities at places of employment in public authorities. • Reprioritise traffic signals to favour pedestrians. • Create level grade crossings for pedestrians across junctions. • Widen footpaths where there are high pedestrian flows. • Clear footpaths of unnecessary street furniture. • Improve the surface quality of footpaths. • Provide appropriately designed safe, well-lit, direct, continuous facilities for pedestrians. • Signpost pedestrian routes to important urban destinations. • Ensure that all surfaces used by cyclists are maintained to a high standard and are well lit and signposted. • Provide secure cycling parking at all destinations of importance to cyclists. • Aim to integrate cycling and public transport. • Ensure that the urban road infrastructure (with the exception of motorways) is designed/retrofitted so as to be cyclist-friendly. • Link up all existing cycle lanes. • Established and key natural assets are supplemented by the provision of walking and cycling paths, open spaces, playgrounds, and playing fields. • Opportunities for promoting physical activity, promoting biodiversity, and meeting the needs of the elderly and people with disabilities should be considered in the design of public areas.
53	Senator Mark Wall	<ul style="list-style-type: none"> • Develop a footpath, connecting the end of Drogheda Street to the entrance of Monasterevin Train Station.

Response

Active travel infrastructure from Monasterevin to Junction 14 and Kildare Town

A National Cycle Network Plan (NCN) Report 2023 was prepared by Transport Infrastructure Ireland (TII) for the Department of Transport, identifying Portlaoise, Naas, and Newbridge as Primary Nodes. The preferred corridor options identified to link the primary nodes are via Monasterevin and Kildare Town.

Furthermore, the Kildare County Development Plan 2023-2029 includes objective TM O12 to investigate the feasibility of developing high-quality, safe, and sustainable cycling pathways from Kildare Town to Monasterevin.

The LAP will consider objectives that support the routes outlined in the National Cycle Network Plan that link Monasterevin to surrounding areas and towns.

Improved active travel infrastructure within Monasterevin

Regarding improved cycling infrastructure within Monasterevin, the Town Renewal Masterplan (TRMP) for Monasterevin, dated May 2023, includes strategic proposals for safer spaces for active travel along Drogheda Street and Moore Street, active trails in Moore Abbey linking back to Market Square, and safe, accessible and active links between the town centre, attractions and neighbourhoods. The TRMP also proposes inter-neighbourhood networks of active travel pathways. These proposals from the TRMP will be supported by objectives in the Plan.

In accordance with Objective UD O3 of the Kildare County Development Plan 2023-2029, all Local Area Plans are required to support and promote the 10-minute settlement concept. It is considered that the principle of the 10-minute settlement will be realised through an evidence-based and integrated land use and transportation strategy. This plan will aim to promote a culture of active movement between key destinations within the town, such as the town centre, train station, schools, the neighbourhood centre, amenity areas and employment areas.

As part of the development of the Local Area Plan a Monasterevin Local Transport Plan (LTP) is being undertaken to inform the Plan. A critical part of this work is to identify current deficiencies in the pedestrian and cycling network in Monasterevin, including permeability and other connectivity links. The outputs of the LTP will include walking, cycling, and permeability measures designed to create a comprehensive high-quality pedestrian and cycle network in the town, fostering a permanent shift away from private car use.

Furthermore, the LTP will be consistent with the NTA's Transport Strategy for the Greater Dublin Area 2022-2042, the Design Manual for Urban Roads and Streets (revised 2019) (DMURS), the NTA's Permeability Best Practice Guide, and the recently published Kildare County Council Permeability Guidelines (April 2024). The NTA and TII will also be consulted during the preparation of the LTP.

Cycling Parking

The minimum cycle parking standards and provisions are set out in Sections 15.7.2 of the Kildare County Development Plan 2023-2029.

Scooters in the context of active travel and road safety.

As of May 20, 2024, e-scooters are legal to use and operate on public roads under the Road Traffic and Roads Act 2023. However, they are not permitted on footpaths

and pedestrianised areas in the context of active travel and road safety. The regulation of these means of transport, are outside of the remit of a Local Area Plan.

Safer Routes to School

Funding has been allocated to Kildare County Council (KCC) for the Safer Routes to School Programme (SRTS) in Monasterevin. It is understood that a proposal for the SRTS in Monasterevin will be brought forward for consultation by the Sustainable Transport Section of KCC in the short to medium term. Nevertheless, the implementation of the SRTS will be supported in the Plan.

4.2.9.3 Issue 3: Public Transport

Sub. No.	Name	Summary of Submission
01	Paul Brady	The submission states that: <ul style="list-style-type: none"> • The Dublin Coach (Green Bus) is unreliable. • The train is too expensive.
04	Robyn Moriarty	<ul style="list-style-type: none"> • The submission proposes a non-stop train to Dublin.
10	Bianca Haghiac	The submission raised the following issues: <ul style="list-style-type: none"> • No local link bus and the “Green Bus” is unreliable. • Train unaffordable.
27	Brid Reardon	<ul style="list-style-type: none"> • The unreliability of the Green Bus service. • Providing TFI Local Link buses from nearby towns and villages especially to connect with rail services. • Including Monasterevin in the short hop fares for cheaper fares.
31	Pat Balfe in conjunction with Cllr Chris Pender	<ul style="list-style-type: none"> • Advocate for more frequent and reliable bus and train services. • Extend the Dublin Commuter Zone to Monasterevin Train Station. • Explore the feasibility of introducing a local shuttle service to connect residential areas with key destinations. • Create seamless connections between different transport modes. • Establish a dedicated bus depot to support a new town/orbital bus service. • Ensure the bus service covers key areas of the town.
36	Robin Connolly	<ul style="list-style-type: none"> • Improvements in travel facilities and infrastructure covering, rail and bus.

Sub. No.	Name	Summary of Submission
39	National Transport Authority (NTA)	<p><u>Connecting Ireland and Local Link</u></p> <p>Highlights the Connecting Ireland: Rural Mobility Plan and states that it will seek to improve the current transport network by: Enhancing existing services; Adding new services and; Enhancing the current Demand Responsive Transport (DRT) network.</p> <p>Notes in which manner the NTA will develop and expand on the existing Local Link Rural Transport Programme and recommends that the LAP acknowledge the role rural transport services can perform in providing for social and economic connectivity between small villages/rural areas and larger towns. States that policies and objectives to support the role of rural transport, in particular the Connecting Ireland plan, should be included in the LAP.</p> <p><u>Regional and Inter-city Rail</u></p> <p>The NTA supports investment in regional and inter-city rail services and will continue to work with Iarnród Éireann and local authorities to make improvements to both rail services and infrastructure serving Monasterevin.</p>
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> • Improve the provision of public transport. • Support the implementation of the Local Link service 888 with key stops. • Support and pursue the delivery of: <ul style="list-style-type: none"> ○ Replacing the Green Bus service to Dublin, licensed by the NTA. ○ Replacing the Green Bus service (Portarlington to Kildare Town) with a Local Link service. ○ Improvements to the quality and coverage of bus stops and frequency of bus services. • Support and facilitate: <ul style="list-style-type: none"> ○ Achieving more frequent rail services. ○ Including Monasterevin in the Dublin Commuter belt fare strategy.
42	Lorraine Benson	<ul style="list-style-type: none"> • Extending the leap card to Monasterevin should be an objective of the plan. • The bus service to Dublin airport is unsatisfactory.
46	Ben Holmes	<ul style="list-style-type: none"> • The submission proposes public transport improvements.

Sub. No.	Name	Summary of Submission
50	National Office for Environmental Health Services	<ul style="list-style-type: none"> • Provision of public transport linkages to major health facilities and personal social services. • Rationalise public transport timetables to ensure various forms of public transport link at corresponding times. • Implement more radical traffic management measures to improve the punctuality and reliability of bus services. • Improve the availability and comfort of bus shelters by providing seating, overhead shelter and digital timetables.
53	Senator Mark Wall	<p>Support and engagement with the NTA (National Transport Authority) and other relevant agencies and stakeholders to:</p> <ul style="list-style-type: none"> • Improve the local bus service and to expand the routes. • Include Monasterevin in the “Short Hop Zone”.

Response

It should be noted that the frequency, reliability, and affordability of public transport services are a matter for service providers and are outside the scope of a land use plan. However, the County Development Plan (CDP) includes objective TM O16 to support and facilitate the improvement of public transport for Monasterevin. Further detail with regards to public transport improvements for Monasterevin will be included in the LAP.

A Local Transport Plan (LTP) will be prepared to inform the LAP. The LTP aims to place the integration of land use and transport planning at the centre of the plan-making process to improve access to more sustainable means of mobility. The LAP will include objectives supporting the measures proposed in the LTP to enhance and expand public transport services in Monasterevin.

The submission from the NTA regarding including policies and objectives in the Plan to support the role of rural transport and investment in regional and inter-city rail services are noted. It is an objective (TM O13) of the County Development Plan to promote and facilitate the implementation of public transport projects (bus and rail) and encourage transport providers and other agencies (e.g. NTA, developers) to improve public transport (bus and rail) and to have regard to and support recently implemented and/or planned routes under NTA's Bus Connects and proposed / planned routes under NTA's Connecting Ireland Rural Mobility Plan.

4.2.9.4 Issue 4: Car Parking

Sub. No.	Name	Summary of Submission
03	Sinn Fein	<p>The submission proposes:</p> <ul style="list-style-type: none"> • Providing more age-friendly parking in town. • Better parking management at The Venice Pub on Main Street. • Introducing residential (permit) parking along the canal.
36	Robin Connolly	<ul style="list-style-type: none"> • Provision of car parking areas.
39	National Transport Authority (NTA)	<p>An analysis of car parking provision within the town and the inclusion of objectives and measures to manage car parking should be considered in the LTP. It is recommended that the following matters are taken into consideration:</p> <ul style="list-style-type: none"> • Review on-street parking with a view to its reallocation to other modes; • The use of parking charges to ensure spaces are turned over regularly rather than being used by commuters; • A review of the access arrangements to car parks to improve the efficiency thereof.
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> • Rail improvements: Support and facilitate the provision of sufficient car-parking. • Support a central town car park to support park and stride opportunities.
42	Lorraine Benson	<ul style="list-style-type: none"> • Conduct an audit to assess the need for additional electric car charging facilities.
50	National Office for Environmental Health Services	<ul style="list-style-type: none"> • Specify a maximum permitted level of car parking for commercial sites, which have suitable public transport facilities and are within walking/cycling distance to amenities. • Provide additional car parking spaces at public transport facilities. • It is recommended that car parking applications should be accompanied by landscaping proposals to improve rainwater retention.

Sub. No.	Name	Summary of Submission
53	Senator Mark Wall	<ul style="list-style-type: none"> • Increase the capacity of the Monasterevin Train Station car park.

Response

The Town Renewal Masterplan of Monasterevin (TRMP) includes a proposal to improve access to the train station from the residential areas, employment centres, regional attractions and tourist destinations. This proposal will be considered in the Local Transport Plan (LTP) including the 'Park and Ride/Stride' proposal and other parking measures proposed in the TRMP. The LTP will also consider all suggestions made in the submissions received, such as reallocating on-street parking to other modes of transport, introducing parking charges and reviewing access arrangements to car parks. All measures included in the LTP will be brought into the LAP as development objectives.

The issue raised with regard to age-friendly parking is noted. A key element of the Plan will seek to implement universal accessibility with regard to transport infrastructure in the town, in accordance with the principles of people-centred urban design and healthy placemaking. It is envisaged that the Plan will incorporate a range of provisions both through overarching objectives and specific measures to support universal movement throughout the town.

The LAP will support the continued rollout of EV charging infrastructure. However, conducting an audit to assess the need for additional EV charging infrastructure is considered to be outside the remit of a land use plan. The Section 28 Ministerial Guidelines on Development Plans (2022) states that planning authorities must exercise caution not to inappropriately seek to address the operation of other statutory codes or regulatory regimes that relate to the development sector in land use plans.

Additionally, the specific issue of residential parking provision and management in the town centre is also considered to be an operational issue for the local authority and therefore outside the remit of this land use plan. However, the LTP will address car parking across the whole town and any measures emerging from that process can be included in the LAP.

Overall, the car parking standards to guide proposed developments are set in Section 15.7.8 of the Kildare County Development Plan 2023-2029.

4.2.9.5 Issue 5: Monasterevin Road Infrastructure

Sub. No.	Name	Summary of Submission
03	Sinn Fein	<p>The submission proposes:</p> <ul style="list-style-type: none"> • Making Harbour Road one-way. • Putting in speed ramps. • Installing traffic lights at the T-Junction at the Nag's head.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> Installing traffic calming measures at Rathangan Road from Supervalu to Ferns Bridge or alternatively a pedestrian cross walk from St Evins and other nearby estates. Installing a roundabout at Fitzpatrick's Garage on Dublin Road.⁴ Increasing speed control measures on Barraderra Road.
09	Bianca Haghiac	<p>The submission raised the following issues:</p> <ul style="list-style-type: none"> A traffic jam at New Lodge Cross coming from Athy Road/R417. A roundabout will be the best solution for the intersection or additional traffic lights. Disappointed that the traffic lights at the new school are only street crossing traffic lights.
19	Richard Berry	<ul style="list-style-type: none"> The submission proposes installing speed-reducing ramps in the middle section of Rathangan Road.
27	Brid Reardon	<ul style="list-style-type: none"> Drogheda Street one-way for cars. Integrating play areas into street designs. This could be implemented on Togher Road or Main Street. An example of Myrtle Sq Dun Laoghaire was provided.
34	Karen Pickering	<ul style="list-style-type: none"> The traffic lights at SuperValu crossroads need a filter light. Speed bumps are needed between the SuperValu traffic lights and the top of Cowpasture where it meets Dublin Road. Dangerous for cars and pedestrians outside Hopkins Haven. A traffic viewing mirror, a yellow box outside the estate, a safe pedestrian crossing point, and traffic calming are required. Need traffic lights at the T-junction of Cowpasture and Dublin Road. Severe traffic calming such as islands is needed on Dublin Road.
36	Robin Connolly	<ul style="list-style-type: none"> Improvements in infrastructure for cars.

⁴ Bianca Haghiac commented on this issue on the consultation portal. It states that this issue needs to be addressed very soon.

Sub. No.	Name	Summary of Submission
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> • Maintain and improve the local road network. • Design/improve key road infrastructure for traffic in/out and around the town. • Investigate the design, location, and implementation strategy of traffic calming measures at the entry and within the town. • Investigate the option of one-way systems. • Support a roundabout at the M7 / R445 junction.
42	Lorraine Benson	<ul style="list-style-type: none"> • Introduce a 30 km/h zone in the town and surrounding estates. • Provide zebra crossings.
50	National Office for Environmental Health Services	<p><u>National Cycle Policy Framework</u></p> <p>States the draft Plan should:</p> <ul style="list-style-type: none"> • Take measures to reduce the volumes of through-traffic, especially HGVs. • Introduce traffic calming measures / enforce low traffic speeds in urban areas, make junctions safe for cyclists.

Response

A Local Transport Plan (LTP) will be prepared to inform the LAP. The LTP will make proposals in relation to traffic management in the town which may include proposals for a one-way system. All proposals or measures included in the LTP will be brought into the Plan as development objectives.

The installation of traffic lights as opposed to roundabouts at junctions in urban areas is considered to be best practice, in keeping with the statutory provisions of the Design Manual for Urban Streets (DMURS, updated 2019). Traffic lights are preferred to roundabouts within urban locations as they are easier and safer to navigate for both pedestrians and cyclists, and thereby encourage greater levels of active movement.

Specific issues regarding road maintenance, zebra crossings, traffic lights and traffic calming measures are considered to be operational matters and therefore outside the remit of this land use plan. Regarding introducing a 30 km/h zone, it should be noted that local authorities have the power to introduce bye-laws to set specific speed limits in designated areas, however, this is not a matter that is appropriately dealt with in a Local Area Plan.

4.2.9.6 Issue 6: National Roads

Sub. No.	Name	Summary of Submission
06	Transport Infrastructure Ireland (TII)	<p>The submission states that:</p> <ul style="list-style-type: none"> • The M7 is included as part of the EU Trans-European Transport Networks (TEN-T) Core Network. • National Strategic Outcome 2 of the National Planning Framework includes the objective to maintain the strategic capacity and safety of the national roads network, including planning for future capacity enhancements. • Chapter 7 ‘Enhanced Regional Accessibility’ of the National Development Plan sets out the key sectoral priority of maintaining Ireland’s existing national road network to a robust and safe standard for users. • The national road network includes its junctions and physical assets. • TII recommends objectives/guiding principles to be added to the Draft Plan to reflect policy requirements. • Additional improvements relating to national roads identified at a local level should be done in consultation with the TII. TII may not be responsible for the funding of any such schemes or improvements. • Any additional connectivity to national roads should be developed in accordance with Section 2.7 of the DoECLG Spatial Planning and National Roads Guidelines (2012). • Section 3 of the DoECLG Spatial Planning and National Roads Guidelines outlines the development management function of the planning authority in relation to national roads. • The Council is requested to reference TII Publications and the requirement to submit a Road Safety Audit (RSA) for any development proposals that result in a permanent change to the layout of a national road. • Planning applications for significant development proposals should be accompanied by a Traffic and Transport Assessment (TTA). Guidance in relation to TTA is given in the Traffic and Transport Assessment Guidelines (2014).

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> TII would welcome the provisions of the Policy on the Provision of Tourist & Leisure Signage on National Roads (March 2011) and Section 3.8 of the DoECLG's Spatial Planning and National Roads Guidelines into the new Local Area Plan. The M7 drainage regime is an independent drainage regime for the M7 national road only. TII would welcome consideration of a new Objective included in the Local Area Plan outlining that; 'The capacity and efficiency of the national road network drainage regimes will be safeguarded for national road drainage purposes'. For all renewable energy developments requiring grid connection to the national grid, it is considered inappropriate to utilise the national road as a grid connection route when alternatives are available. The noise mitigation measures should be implemented when introducing noise sensitive uses in the environs of existing and planned national roads and the cost thereof should be borne by the developer. The requirements of S.I. No. 140 of 2006 Environmental Noise Regulations should be referred to.
39	National Transport Authority (NTA)	<ul style="list-style-type: none"> Highlights Monasterevin's proximity to the M7 motorway and the direct access benefit via Junction 14. States that to protect the strategic transport function of the national road network, including motorways, the NTA recommends that development objectives should be in accordance with the DOECLG Spatial Planning and National Roads Guidelines (2012), and that this should be referenced in the LAP.

Response

The contents of the submissions from the TII and NTA are acknowledged. It should be noted particular emphasis will be placed on the provisions of the 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012) when reviewing current land use zoning objectives and any potential new land use zoning designations at or near national roads or the associated junctions. The overarching policy document for the settlement of Monasterevin is the County Development Plan 2023-2029, in which many policies and objectives already address some of the issues raised in the submissions from the TII and NTA (discussed below).

Furthermore, the Plan will incorporate a specific objective to safeguard the development and carrying capacity of the national road infrastructure along the M7 and its associated junctions in accordance with the foregoing Section 28 Ministerial Guidelines.

Traffic and Transport Assessments are required by the County Development Plan (CDP) to be submitted as part of planning applications for larger developments. The content of these assessments and the category of developments that require such assessments is defined in section 15.7.4 of Chapter 15 of the CDP.

Action TM A26 of the CDP requires the preparation of a Road Safety Audit as part of any development/project of a significant scale that may have potential implications on major transport infrastructure.

In relation to national road signage and drainage schemes, as per section 15.7.6, new development will not generally be permitted where it would adversely impact on road drainage and any proposal for signage on or at national roads will be assessed against Chapter 3 of the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012) and TII Policy on the Provision of Tourist and Leisure Signage on National Roads (March 2011).

Regarding a connection to the national grid, the objective TM O65 of the CDP is to *'Ensure a comprehensive assessment of all alternative grid connection route options is carried out prior to any proposals for grid connections utilising the national road network being considered.'*

Concerning the requirements for the development of noise sensitive uses, it should be noted that it's an objective (TM O72) of the CDP to *'Implement the requirements of S.I. No. 140 of 2006 Environmental Noise Regulations and the recommendations of the Kildare Noise Action Plan 2019-2023, to seek to reduce, where necessary, the harmful effects of traffic noise, through appropriate mitigation measures that meet the best environmental options.'*

4.2.9.7 Issue 7: Local Transport Plan (LTP)

Sub. No.	Name	Summary of Submission
06	Transport Infrastructure Ireland (TII)	<ul style="list-style-type: none"> The LAP zoning strategy should support compact growth, active travel and sustainable mobility measures and it should safeguard the strategic road network and its junctions. A Local Transport Plan should be based on the Area Based Transport Assessment guidance produced by the NTA and TII (TII Publications PE-PDV-02046 refers), Section 28 Ministerial Guidelines and should acknowledge The Treatment of Transition Zones to Towns and Villages on National Roads TII Publications DN-GEO-03084 and the TII Publications DN-GEO-03030 - Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes. TII recommends consultation with the NTA in relation to any active travel and sustainable transport measures as well as the preparation of any Local Transport Plan. In relation to Greenway proposals, consultation with the Council's own internal project and/or design staff is recommended.
39	National Transport Authority (NTA)	<p><u>Sustainable Mobility and Local Transport Plans</u></p> <p>Notes that LTPs represent the lowest tier of the NPF's framework for the integration of land use and transport planning and the achievement of compact growth. States that the LTPs should:</p> <ul style="list-style-type: none"> Assess the existing traffic, transport and movement conditions within the Plan area and in its wider context; Maximise the opportunities for the integration of land use and transport planning; and Identify the transport networks for the town and a prioritised set of interventions required to deliver these networks, to effectively address transport deficiencies and to accommodate the anticipated increase in demand for travel. <p>Notes that the NTA would support the Council's preparation of an LTP as part of the LAP review process.</p>

Sub. No.	Name	Summary of Submission
		<p><u>Traffic management</u> Notes the LTP should consider traffic management with the objective of ensuring that the movement of people by public transport, walking and cycling, and the movement of goods are not adversely affected by private car traffic, and that the impacts of traffic congestion can be managed. Notes the outcomes of the LTP should be reflected in the LAP.</p> <p><u>Indicators – Mode Share</u> Recommends that it may be appropriate at the LTP/LAP level to include sustainable transport indicators, including mode share, for the purpose of monitoring the effectiveness of policies and development objectives. Notes the NTA would be happy to work with Kildare County Council on the development and analysis of sustainable transport indicators, in conjunction with the OPR.</p>

Response

The Monasterevin Local Transport Plan (LTP) is currently being progressed and will play a critical role in assisting in the consideration of land use zoning designations and general movement objectives within the plan area. This LTP will provide the evidence-base for the Plan with regard to recommendations relating to movement and transport measures, in order to initiate a permanent shift away from private car use towards an integrated land use and transport model based around the development of sustainable movement patterns.

Comments relating to consultation with the NTA and across KCC Departments in relation to Greenways are also noted. Internal consultation within KCC is a key component of formulating the Draft Plan.

4.2.9.9 Issue 8: Travel Plans

Sub. No.	Name	Summary of Submission
50	National Office for Environmental Health Services	<p><u>Smarter Travel Policy</u></p> <ul style="list-style-type: none"> • Developments above a certain scale should have viable travel plans in place. • Reduce the necessity to travel to work through the adoption of flexible working policies. • The Local Authority should set targets to encourage e-working where appropriate. • Ensure that schools in Monasterevin and its environs have school travel plans.

Response

The submission is noted. It is an action (TM A25) of the Kildare County Development Plan 2023-2029 to require all multi-unit developments and schools to submit mobility management plans and travel plans, including an assessment of the public transport capacity in a manner consistent with existing NTA guidance and to implement mobility management initiatives to minimise the impact of new developments on the road and street network of the County.

Regarding setting targets to encourage e-working, it is not within the scope of the LAP to set such targets.

4.2.9.10 Issue 9: Flood Risk, Water, Wastewater and other Infrastructure Services

Sub. No.	Name	Summary of Submission
05	Office of Public Works (OPW) - Flood Risk Management	<ul style="list-style-type: none"> • Reference should be made to the Guidelines on the Planning System and Flood Risk Management (DHPLG/OPW, Nov 2009) issued under Section 28 of the Planning Acts. • The Guidelines set out a three Stage Flood Risk Assessment process. Stage 1 is flood risk identification; stage 2 is an initial flood risk assessment and stage 3 is a detailed flood risk assessment. • The OPW recommends that particular attention is paid to the following sections of the Guidelines: <ul style="list-style-type: none"> ○ Chapter 3 – The Planning Principles. ○ Chapter 3 – The Sequential Approach, and definitions of Appropriate Development. ○ Chapters 3 and 4 – The Plan-making Justification Test.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • OPW advises that clear commitments and strategic objectives regarding flood risk and the principles of the Guidelines are included in the Draft Plan, and that persons with the relevant expertise review any flood risk assessments. • The OPW undertook the National CFRAM Programme through which Flood Risk Management Plans (FRMPs) and flood maps were prepared. • OPW requests Kildare County Council (KCC) to have full regard for the protection and the need for maintenance, of flood relief schemes and also to consider including a register of key flood risk infrastructure in the LAP. • The LAP must have regard to the flood maps produced under the National CFRAM Programme and reminds KCC that where physical changes have occurred, where there are evidentially robust additional sources of information this information should also be included in the making of spatial planning decisions. • The National Indicative Flood Mapping (including National Indicative Fluvial Mapping, National Coastal Flood Hazard Mapping and National Groundwater Flood Mapping) provide only an indication of areas that may be prone to flooding and are therefore not necessarily locally accurate. As such they should not be used as the sole basis for defining the Flood Zones, or for making planning policy. • In line with the Guidelines, while Flood Zones are defined on the basis of current flood risk, planning authorities need to consider the potential impacts of climate change in the preparation of plans, such as by avoiding development in areas potentially prone to flooding in the future, providing space for future flood defences, specifying minimum floor levels and setting specific development management objectives. The National CFRAM flood maps include two potential future scenarios taking into account different degrees of climate impact.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> The OPW requests that Kildare County Council has regard in zoning land for development to ensure that access requirements are preserved for the maintenance of Arterial Drainage Schemes and Drainage Districts. It should be noted that the Flood Zones are defined ignoring the presence of flood defences (Section 2.25 of the Guidelines). It is recommended that land only be zoned for development in accordance with the definition of appropriate development as set out in the Guidelines. While a particular development may not be prone to flood risk itself, it can increase flooding up - or down-stream. In line with the Guidelines, proposed new development needs to avoid increasing such flood risk elsewhere. The preparation of development plans should take account of the opportunities for nature-based solutions. This can include areas around existing developments, as well as within existing and proposed development in the form of Sustainable Urban Drainage Systems (SuDS). KCC should refer to The Best Practice Interim Guidance Document 'Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas' for further guidance.
22	The Heritage Council	<ul style="list-style-type: none"> Avoid development in flood plains. Flood defence measures should be considered at the entire catchment level in the first instance. Manage flood risk via nature-based solutions. Flood plains and riparian zones should be the "low hanging fruit" for ecological restoration measures. In urban areas where development has occurred, flood relief schemes may be needed, in the first instance, a whole river basin catchment approach to managing flooding should be pursued.
23	Uisce Éireann	<p><u>National Water Resources Plan (NWRP)</u></p> <p>A Regional Water Resources Plan (RWRP) has been adopted for the East and Midlands Region. This plan allows consideration of local options that could resolve</p>

Sub. No.	Name	Summary of Submission
		<p>needs within individual supplies and regional options that could address needs across multiple supplies.</p> <p><u>Drinking Water Source Protection</u> UÉ has adopted the World Health Organisation (WHO) Water Safety Plan approach while also addressing and adapting to climate change. UÉ is committed to the protection of drinking water sources.</p> <p><u>Climate Change</u> UÉ is committed to working with local authorities to ensure the overarching goals of mitigating, and adapting to, climate change in relation to water and wastewater are achieved. Furthermore, UÉ is committed to working towards the common goal of protecting drinking water sources.</p> <p><u>River Basin Management Plans (RBMP)</u> UÉ supports the River Basin Management Plan (RBMP) Implementation Strategy. In addition, UÉ supports the Local Authority Waters Programme (LAWPRO) desktop studies and local catchment assessment work through ongoing data sharing.</p> <p><u>Sustainable Drainage and Green-Blue Infrastructure</u> UÉ encourages the inclusion of policies and objectives on the use of Sustainable Urban Drainage Systems and Green-Blue Infrastructure in new developments including the public realm and retrofitted in existing developed areas, in line with NPO 57 of the National Planning Framework. UÉ would be happy to discuss potential opportunities to collaborate on projects that would remove stormwater from combined sewers.</p> <p>UÉ welcomes the proposal in the County Development Plan to promote SUDs and in particular promotion of Nature based SUDs (NbSUDs). The introduction of further objectives in the Plan to promote NbSUDs in areas contributing to combined drainage systems where streetscape enhancement programmes or resurfacing programmes are planned is recommended.</p> <p><u>Water Supply</u> Monasterevin's water supply is from the Greater Dublin Area Water Resource Zone. There is generally capacity available to meet the population targets given in the Core Strategy Table. Monasterevin's water supply is</p>

Sub. No.	Name	Summary of Submission
		<p>primarily from Hillwood Reservoir to the south of the town with the area north of the railway line being served from the Rathangan supply through the Ballykelly WTP.</p> <p><u>Wastewater Treatment Capacity</u> The Monasterevin WWTP has a design capacity for 9,000 PE and as of June 2023 there was a headroom of 3,625. There are no major constraints to the sewer network.</p> <p><u>Land Development Issues</u> UÉ is available to assist in the process of identifying suitable zoned lands from a water services perspective. Sequential development in areas with existing water services infrastructure and spare capacity is encouraged.</p> <p>UÉ engaged with the Department of Housing, Local Government and Heritage (DHLGH) to provide a desktop-based assessment of the GIS mapping information relating to the proximity of zoned lands to water and wastewater networks. UÉ urge planning authorities to refer to this mapping, in tandem with the notes issued by the DHLGH. However, it is noted that the accuracy of the GIS network has not been verified in some instances.</p> <p>Details are provided for how new developments can connect to UÉ's network and how to engage UÉ when projects may impact their network.</p>
35	Department of the Environment, Climate and Communications	<p><u>Telecommunications</u> Refers to the national digital strategy, Harnessing Digital – The Digital Ireland Framework, to drive and enable the digital transition. Refers to National Strategic Outcome (NSO) 6 of the NPF in relation to the delivery of quality, secure, and reliable connectivity to global telecommunications networks.</p> <p>Submits that the LAP should provide objectives in support of digital communication infrastructure, in particular direct support for 5G rollout and the National Broadband Plan. Submits that further measures to consider include a commitment to identify suitable urban and suburban locations owned by the State for Masts/Small Cells to support smart town</p>

Sub. No.	Name	Summary of Submission
		initiatives/programmes, a commitment to replicate smart programmes / initiatives in the LAP area and the Gigabit Infrastructure Act (GIA).
36	Robin Connolly	It is hoped that in 5 years water, security, fire, and electrical services will be in the pipeline.
42	Lorraine Benson	The Plan needs to incorporate nature-based solutions and address the management of rain and storm water runoff.
50	National Office for Environmental Health Services	<p><u>Flood Risk</u></p> <ul style="list-style-type: none"> The EU Floods Directive and the “Planning System and Flood Risk Management Guidelines for Planning Authorities” set out the requirement for a plan to be accompanied by a Strategic Flood Risk Assessment. <p><u>Water</u></p> <ul style="list-style-type: none"> The Plan should ensure safe, secure drinking water and reduce water waste and overuse. Provide for potable water supply in compliance with the European Communities (Drinking Water) Regulations 2023. Provision of drinking water points in public spaces.

Response

The information contained in these submissions are acknowledged and will be taken into full consideration during the preparation of the Plan. The Plan will be accompanied by a Strategic Flood Risk Assessment (SFRA) which will be prepared in accordance with the requirements of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009). The SFRA prepared to inform the LAP will be prepared using the most up to date information on flood risk in Monasterevin. The reference to the Regional Water Resources Plan (RWRP) and the River Basin Management Plan (RBMP) Implementation Strategy are noted.

Having regard to the current extent of flood risk in Monasterevin and in light of the increasing frequency of extreme weather i.e. flooding events due to climate change, along with the need to achieve resilience within the town to mitigate its effects, the Plan will seek to ensure that development in floodplains is avoided entirely or is ‘water-compatible,’ as per the Flood Risk Guidelines (2009). Areas subject to flooding will therefore be recognised and preserved in the Plan to the maximum extent possible as essential green and blue infrastructure that provides a natural defence against flood risk. Furthermore, in light of their additional value as ecological corridors, the Plan seeks to develop an integrated green infrastructure network which will focus on the waterbodies within Monasterevin.

The best practice interim guidance on Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas (DoHLGH, 2022) will be supported by a number of provisions in the Plan. Furthermore, the Plan will support the implementation of the recently published Kildare County Council Sustainable Drainage Systems Guidance Document.

The comments relating to the availability of water and wastewater capacity to meet the population targets from the Core Strategy Table in the County Development Plan are noted and welcomed. The Plan will support the ongoing upgrade and expansion of water supply and wastewater services to meet the future needs of Monasterevin. The Plan will acknowledge the need for localised network upgrades in instances relating to brownfield and infill development within the existing footprint of the town.

KCC is committed to continuing to engage with Uisce Éireann (UÉ) in progressing the Plan to draft stage, and in particular in the preparation of the Settlement Capacity Audit (Infrastructure Assessment) for Monasterevin. The outputs from the SCA will inform an infrastructure delivery schedule for certain lands proposed to be developed over the life of the Plan. In this regard, it is considered that input from UÉ will be critical in outlining the particular infrastructural requirements on sites in relation to water supply and wastewater servicing infrastructure.

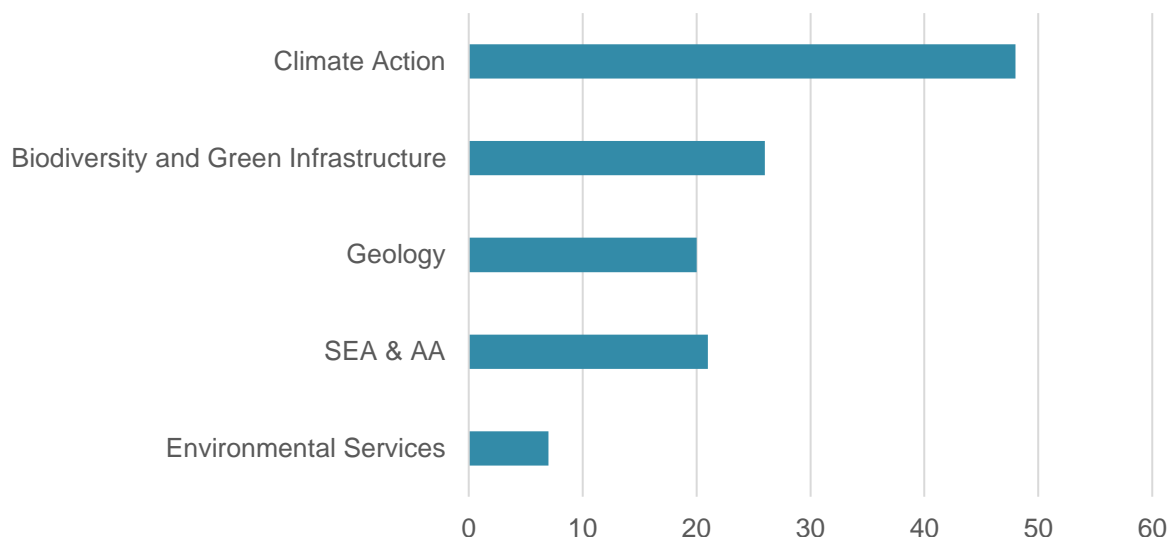
Regarding telecommunications, the Plan will include provisions to support the providers of energy related infrastructure by safeguarding existing infrastructure and strategic corridors from encroachment by development that might compromise the operation, maintenance and provision of energy networks.

The Plan will also seek to support and facilitate the provision of telecommunications infrastructure, including broadband services in the town, subject to safety and amenity considerations. The Plan will include a specific objective to support the delivery of projects, including ancillary supporting infrastructure, subject to planning and environmental considerations. It should be noted that applications for telecommunications will be considered having regard to the provisions of the Kildare County Development Plan.

4.2.11 Climate Action, Biodiversity and Geology

Figure 7 provides a breakdown of the issues raised in the submissions received concerning ‘Theme – Climate Action, Biodiversity and Geology’. Most of the issues raised related to Climate Action. Sections 4.2.8.1 to 4.2.8.5 provide a brief overview of the key issues raised in the submissions received as well as an overview of the responses from Kildare County Council to these issues.

Figure 7: Key issues raised relating to Climate Action, Biodiversity and Geology



4.2.11.1 Issue 1: Climate Action

Sub. No.	Name	Summary of Submission
22	The Heritage Council	<p><u>Climate Change and the Environment:</u></p> <ul style="list-style-type: none"> • Ensure the LAP aligns with the Kildare County Council Climate Action Plan 2024. • Ensure greenfield developments make efficient use of land that are conducive to public transport roll out and cycling and walking. • Ensure a sequential approach to development of brownfield sites. • Active reuse of existing building stock.

Sub. No.	Name	Summary of Submission
32	Department of Transport (DoT)	<p>The submission from the DoT's Sustainable Mobility Management and Implementation Division states the following:</p> <p><u>Sustainable Mobility</u></p> <ul style="list-style-type: none"> • Seek to ensure that the Plan fully reflects the goals principles, and objectives of the National Sustainable Mobility Policy (2022) and the Climate Action Plan (2023). • KCC should endeavour to take account of any amendments to these plans insofar as possible. <p><u>Demand Management</u></p> <ul style="list-style-type: none"> • CAP23 includes a commitment to develop a new National Demand Management Strategy. • It is intended that this Strategy will take a 'people-centred' approach to the transport system with the aim of improving the efficiency, equity, and well-being of public space, particularly the use of road and street spaces. <p><u>LA Climate Action Plans</u></p> <ul style="list-style-type: none"> • The letter issued by the DoT's Climate Engagement and Governance Division on Friday, 20 October 2023 in relation to the drafting of Local Authority Climate Action Plan should be considered.
35	Department of the Environment, Climate and Communications	<p><u>Climate Action</u></p> <p>Notes that the Climate Action and Low Carbon Development (Amendment) Act 2021 (Climate Act 2021) sets Ireland on a legally binding path to net-zero emissions no later than 2050, and to a 51% reduction in emissions by the end of this decade. Draws attention to Section 15(1) of the Act (as amended), which requires public bodies to perform their functions in a manner consistent with, the most recent approved climate action plan, the most recent approved national long term climate action strategy, the most recent approved national adaptation framework and approved sectoral adaptation plans, the furtherance of the national climate objective, and the objective of mitigation greenhouse gas emissions and adapting to the effects of climate change.</p>

Sub. No.	Name	Summary of Submission
		<p>Requests that the Local Authority consider the Long-term Strategy on Greenhouse Gas Emissions Reductions, the National Climate Objective, European Climate Law and the National Adaptation Framework (NAF) when finalising the LAP. Notes that the local authority should engage with the Climate Action Regional Offices (CAROs).</p> <p>It is recommended that the LAP should be consistent with the climate action policies and objectives of the KCDP 2023-2029 and should support the implementation of the national Climate Action Plan, the UN Agenda 2030 and the Sustainable Development Goals and the Kildare Council Climate Action Plan, through the preparation of effective objectives and actions for climate action in the LAP area.</p> <p><u>Renewable Energy</u></p> <p>Notes the target of delivering up to 80% of Ireland's electricity from renewable sources by 2030. The government's renewable energy generation targets under the CAP24 are Solar PV Capacity targets of up to 5GW by 2025 and 8GW by 2030 and Onshore wind capacity of 6GW by 2025 and 9GW by 2030. Highlights the CAP24 actions to accelerate renewable electricity generation and County Development Plan policy objectives.</p> <p>It is recommended to include an objective in the LAP to promote the development of appropriately scaled renewable energy installations (rooftop solar, geothermal energy and other types of installations appropriate to urban environments) and to support the development of additional supporting grid infrastructure. States that it's to continue to increase contribution to the national renewable electricity generation target and, where possible, aim for developments that are carbon or energy use neutral.</p> <p>States response no. 25 of the National Energy Security Framework (NESF) proposes to align all elements of the planning system to fully support accelerated renewable energy development and ensure that the</p>

Sub. No.	Name	Summary of Submission
		<p>local planning policy framework “fully supports the national objectives.” Recommends including an objective to support local and community based renewable energy projects to address Government policy and strategy for sustainable, secure and affordable energy.</p> <p>Highlight a CAP24 measure concerning the required acceleration of renewable electricity generation and the potential use of existing State infrastructure and encourages the Local Authority to not include policy which precludes the use of road infrastructure for other critical infrastructure without due regard for evolving policies and protocols.</p> <p><u>Retrofitting</u></p> <p>Notes the Government’s ambition to retrofit 500,000 homes to a Building Energy Rating of B2 (or cost optimal equivalent), and to install 400,000 heat pumps to replace existing heating systems by 2030 and the new National Retrofit Plan which sets out how this will be achieved. Refers to RSES policy which aligns with SDG target 11 – Sustainable Cities and Communities.</p> <p>Recommends that the Local Authority be mindful of the regional policy objective and County Development Plan when drafting the LAP and explore how it can effectively be implemented at local level, for example, by identifying retrofitting initiative priorities within the Monasterevin local area, supporting initiatives that seek retrofitting infrastructure to existing buildings and provide for policies to implement same.</p> <p><u>Public Buildings</u></p> <p>Requests the Local Authority to consider the Energy Efficiency Directive and the Energy Performance in Buildings Directive (EPBD) when finalising the LAP. States that the department, together with SEAI, are in the process of carrying out an analysis on the implications of the various requirements on local authorities.</p>

Sub. No.	Name	Summary of Submission
		<p><u>Heat</u></p> <p>Notes the National Heat Study provides a comprehensive assessment of the options available to decarbonise Ireland's energy used for heating and cooling homes, businesses, and industry. The CAP24 targets are 170,000 new dwellings using heat pumps by 2025, and 400,000 by 2030, and 45,000 existing dwellings using heat pumps by 2025, and 400,000 by 2030.</p> <p>It is requested to consider the development of the electrification of heating during the preparation of the Local Area Plan, while having regard to the CAP24 and the KCDP 2023-2029.</p> <p>Notes Response No. 17 of the National Energy Security Framework, which seeks to reduce the reliance on fossil fuel heating systems. Recommends including development management objectives in the LAP to achieve the ambition of reducing reliance on fossil fuel heating systems.</p> <p><u>Compact Growth and District Heating</u></p> <p>Regard should be given to the ambition of the NPF, RSES and KCDP which requires compact growth and recognises the potential for such compact growth to facilitate the development of low carbon district heating.</p> <p>The Department encourages the Local Authority to examine the potential of district heating and commit to carrying out a feasibility exercise and the use of heat mapping in support of same in the draft policies. As such, policies in support of same are encouraged in the Local Area Plan. States the SEAI Centre of Excellence will be established to provide guidance and support in this regard.</p> <p><u>Circular Economy</u></p> <p>States that meeting climate action targets requires a transition to a circular economy. Notes the challenge in creating a policy framework that will radically shift focus back to the start of the product life cycle, to focus on prevention and designing out waste, and to effect behavioural change at all levels. Refers to relevant</p>

Sub. No.	Name	Summary of Submission
		<p>policy set out in the Waste Action Plan for a Circular Economy, and the Whole-of-Government Circular Economy Strategy. Further refers to the Circular Economy Act 2022 and notes that EPA developed a new Circular Economy Programme.</p> <p>Request the council to support the transition to a circular economy and to support and promote circular economy principles within the LAP and to implement policy for same.</p> <p><u>Waste Management</u></p> <p>Notes the Local Area Plan should have regard to the guidance "Best practice guidelines for the preparation of resource & waste management plans for construction & demolition projects" and give effect to them through the objectives of the plan. Advises to consult with the Regional Waste Management Planning Office regarding the LAP, particularly in relation to any policies which may preclude the continued use of existing waste management infrastructure or development of new waste management infrastructure.</p> <p><u>Land Use, Land Use Change and Forestry</u></p> <p>The Local Authority is requested to consider the Actions of the Bioeconomy Action Plan 2023-2025 including Action 5.1, as relevant for the plan area.</p>
45	Department of Housing, Local Government and Heritage	<p><u>Climate Action</u></p> <p>Notes the need for the Plan to incorporate specific actions and objectives on climate action including for specific commitments in relation to climate change and archaeology, architectural and cultural heritage.</p> <p>Submits that the Climate Change Sectoral Adaptation Plan for Built and Archaeological Heritage under the current National Adaptation Framework (NAF) should be utilised to develop such policies and objectives.</p> <p>States that where flood relief schemes are being undertaken the Councils should have regard to the Archaeology and Flood Relief Schemes: Guidelines (Government of Ireland 2023).</p>

Sub. No.	Name	Summary of Submission
50	National Office for Environmental Health Services	<p><u>Climate Change</u></p> <ul style="list-style-type: none"> • Climate action should be central to the plan to both mitigate/reduce/eliminate greenhouse gas emissions and adapt to climate change. • Support the actions in the Climate Action and Low Carbon Development Act 2015 – 2021. • The Climate Action Plan 2023 should form the basis for developing a low carbon, climate-resilient, and environmentally sustainable Monasterevin by 2050 with interim targets for 2030. • The plan could place greater emphasis on “healthy” place-making. <p><u>Energy</u></p> <ul style="list-style-type: none"> • The submission references Irelands Second National Energy Efficiency Action Plan to 2020. • Promote and facilitate the incorporation of energy efficient design into projects. • Develop and implement an energy management programme for all public buildings. • The Local Authority should aim to deliver new key skill sets in areas such as green procurement, carbon accounting, carbon management and energy management. • The Local Authority shall support the Better Energy Communities Scheme. <p><u>Waste</u></p> <ul style="list-style-type: none"> • The submission references the following EPA publications: <ul style="list-style-type: none"> ○ ‘A Resource Opportunity – Waste Management Policy in Ireland’ ○ ‘National Strategy on Bio Gradable Waste’ • Expand and implement waste prevention measures with local businesses and community groups. • The waste prevention strategy should include community waste prevention demonstration Programmes. • Improved waste services to include adequate capacity for green waste collection. • A reuse policy should be developed in consultation with the national procurement service and other

Sub. No.	Name	Summary of Submission
		<p>relevant bodies and implemented within public bodies.</p> <ul style="list-style-type: none"> • Easily accessible public recycling bins should be considered for public areas, paths, and green spaces. <p><u>Circular Economy/Waste</u></p> <ul style="list-style-type: none"> • The plan should be aligned with the Circular Economy and Miscellaneous Provisions Act of July 2022. • The plan should follow the principle of the waste hierarchy and work towards a Circular Economy. • The following key areas are highlighted: <ul style="list-style-type: none"> ○ Supporting the segregation of waste in public spaces ○ Supporting food waste reduction in key settings including the local authority itself, commercial premises, schools, health and social care facilities. ○ Supporting access to free drinking water in public spaces. ○ Supporting “zero waste” businesses and businesses offering repair services. ○ Consider the development of a locally accessible Civic Amenity site. <p>Reference could be made to ‘A Resource Opportunity – Waste Management Policy in Ireland 2012’.</p>

Response

Climate action will be a central consideration of the LAP. In this regard, all aspects relating to the development strategy in Monasterevin will be considered in light of the need to plan for a reduction in greenhouse gas emissions and to promote low carbon development in the town, in line with national targets.

The comments made in respect of renewable energy installations, the circular economy and waste management are acknowledged. It is important to note that the Development Plan Guidelines (2022) provide guidance on drafting objectives for land use plans and state that objectives should not address matters that are the subject of other legislative provisions. Furthermore, any future draft Monasterevin Local Area Plan (LAP), should be read in tandem with the County Development Plan and to avoid unnecessary repetition, the overarching policies and objectives of the CDP will not be repeated in the LAP.

However, the Plan will support retrofitting initiatives and the development of a circular economy in Monasterevin insofar as its remit as a land use plan extends. In this

regard, a key element of the Plan will seek to incorporate a range of active land management measures to maximise the efficient use of land, along with the reuse of brownfield sites and vacant buildings in the town.

While this Local Area Plan is a land use plan, it will be informed by a Local Transport Plan (LPT) the role of which is to initiate a permanent shift in the town away from the private car towards more sustainable modes of movement, particularly active modes of travel (walking and cycling) for short trips within the town. It is considered that the implementation of such measures is critical for realising the 10-minute settlement concept within Monasterevin by helping to promote a culture of active movement between key destinations within the town, whilst also making longer distance trips via public transport services more accessible to pedestrians and cyclists.

The Plan will promote and encourage the use of district heating systems in new residential and commercial developments where such development does not have a negative impact on the surrounding environment, landscape, biodiversity or local amenities is per Section 7.12.1 of the CDP.

4.2.11.2 Issue 2: Biodiversity and Green Infrastructure

Sub. No.	Name	Summary of Submission
22	The Heritage Council	<p><u>Biodiversity:</u></p> <ul style="list-style-type: none"> • Biodiversity officers should identify the relevant NBAP 2023-2030 actions/targets for LAP's. • Incorporate LAs biodiversity action plan into LAPs if timelines align. • The Monasterevin LAP should ensure compliance with the Development Plans Guidelines mandatory heritage and landscape objectives in Chapter 9. • Features such as hedgerows, river corridors, ponds and small stands of trees etc. should be protected. • Should have stringent design standards for developments to retain natural features. • Some older buildings, in advance of refurbishment are likely to need bat surveying. • KCC should familiarise itself with the qualifying interests and the site synopsis for the River Barrow SAC. • The "Planning for Watercourses in the Urban Environment" should be referenced. • Biodiversity policymaking is a requirement of National Policy Objective 58 of the NPF. • KCC is reminded of the requirements of National Policy Objective 58 and 60 of the NPF. • It is recommended that public rights of way are maintained or expanded where necessary.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> Active TPO work in the form of a fresh 'walk about town' assessment of trees to identify further TPOs is encouraged. Recommend that "Amenity Trees and Woodlands – A guide to their Management in Ireland" be identified as a source in the LAP. Consider the inclusion of a green network strategy, or similar.
27	Brid Reardon	<ul style="list-style-type: none"> St. Mary's Lane Garden and Green Space - Biodiversity plan to be implemented.
31	Pat Balfe in conjunction with Cllr Chris Pender	<ul style="list-style-type: none"> Create and maintain green corridors and wildlife habitats. Develop an integrated green and blue infrastructure network.
45	Department of Housing, Local Government and Heritage	<p><u>Green Infrastructure and Biodiversity</u></p> <p>Submits that biodiversity is intrinsically linked to heritage (both natural and man-made) and sensitively maintained archaeological features are often excellent repositories for flora and fauna. States that green infrastructure forms a vital part of the response to the climate crisis and that heritage elements in the town can be integrated into the green infrastructure network, thereby assisting in enhancing biodiversity and carbon sequestration.</p>
40	Cllr Kevin Duffy	<ul style="list-style-type: none"> Protect the River Barrow SAC and Grand Canal pNHA. Ensure the River Barrow is appropriately cleared of overgrowth and appropriate interventions are implemented to improve the water quality and habits. Include a strategy for the maintenance and clearing of overgrowth on all the key bridge structures both on the structures and behind their weirs.
50	National Office for Environmental Health Services	<p><u>Biodiversity and Green Areas</u></p> <ul style="list-style-type: none"> The submission references '<i>Research 195: Health Benefits from Biodiversity and Green Infrastructure</i>' published on the Environmental Protection Agency website. A Local Biodiversity Action Plan should be developed for the Plan.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Opportunities for green infrastructure should be explored and integrated into the design of public areas. • Existing green areas should be preserved. • The development of ‘green’ pedestrian/cycleways that facilitate the movement of fauna should be explored.

Response

To inform the preparation of the Plan, a Green Infrastructure Survey and Habitat Mapping Exercise will be undertaken. This exercise will result in a number of recommendations to protect and enhance the overall level of biodiversity within the Plan area to assist in the implementation of the National Strategic Outcome No. 7 of the National Planning Framework, relating to delivering enhanced amenities and heritage. It is noted that Strategic Policy N4 of the Kildare Climate Action Plan 2024 refers to new developments having a 10% biodiversity net gain and consideration will be given to implementing this in the LAP.

The Plan will also include a Green and Blue Infrastructure Map, based on the Habitat Mapping Exercise which will illustrate and indicate ‘Notable Green and Blue Infrastructure Routes’. This will be accompanied by a series of objectives providing for their protection and enhancement. It is anticipated that the River Barrow will form the core of the green and blue infrastructure network in Monasterevin. The Plan will also seek to support the implementation of the Monasterevin Biodiversity Action Plan 2021-2025 which has a range of actions relating to promoting and safeguarding natural heritage in the town. The Plan will also seek to align with Inland Fisheries Ireland’s Urban Watercourses Planning Guide (2020) with regard to development within riparian areas.

On the issue of tree management, it is noted that Action BI A14 of the Kildare County Development Plan 2023–2029 seeks to carry out a survey of trees within the main urban settlements as part of the preparation of Habitat Mapping for local area plans and to include policies for the protection of trees and hedgerows within local area plans where appropriate.

4.2.11.4 Issue 3: Geology

Sub. No.	Name	Summary of Submission
45	Department of the Environment, Climate and Communications	<p>Geological Survey Ireland (GSI) recommends using various data sets, when conducting the EIAR, SEA, planning and scoping processes and states that their data and maps should be attributed correctly to 'Geological Survey Ireland'. Notes that in many cases the GSI data is a baseline or starting point for further site specific assessments and should not be construed as GSI's support for or objection to a proposed development or plan. A list of GSI's publicly available datasets is attached to the submission.</p> <p><u>Geoscience Data</u></p> <p>The submission includes a list of Geological Survey Ireland's (GSI) Publicly Available Datasets Relevant to Planning, EIA and SEA processes which provides the datasets available for the following areas: Land and Soil, Water, Landscape, Air and Climate.</p> <p><u>Geoscience Policy</u></p> <p>Encourages the Local Authority to consider the Policy Statement on Mineral Exploration and Mining and the Policy Statement on Geothermal Energy for a Circular Economy where relevant for the LAP area.</p> <p><u>Geological Survey Ireland</u></p> <p>The Department attaches a submission by Geological Survey Ireland (GSI). Recommends using various data sets, available on their website (www.gsi.ie), when conducting the EIAR, SEA, planning and scoping processes. Note that this data/maps should be attributed correctly to 'Geological Survey Ireland'. A list of publicly available datasets is attached to the submission which could be useful to the environmental assessment and planning process.</p> <p><u>Geoheritage</u></p> <p>Notes a national inventory of geoheritage sites known as County Geological Sites (CGSs) is managed by the Geoheritage Programme of Geological Survey Ireland. CGSs, as adopted under the National Heritage Plan, include sites of national importance. States that CGSs are routinely included in County Development Plans</p>

Sub. No.	Name	Summary of Submission
		<p>and in the GIS of planning departments, to ensure the recognition and appropriate protection.</p> <p>Notes that records show no CGSs in the vicinity of the Plan area.</p> <p><u>Dimension Stone/Stone Built Ireland</u></p> <p>Notes that the Stone Built Ireland project aims to document building and decorative stone in Ireland to inform government agencies, building owners and conservationists of the sources for suitable replacement stone in restoration work and to develop a greater awareness among the general public. Notes that a preliminary data-base is available at: www.stonebuiltireland.com with the complete online database due to be released shortly.</p> <p><u>Geotourism</u></p> <p>Submission notes the importance of geotourism projects in promoting Irish tourism. Encourages Kildare County Council to continue this trend of geotourism, and to make use of the geological audit information.</p> <p><u>Groundwater</u></p> <p>Recommends using the groundwater maps on their viewer platform.</p> <p>Submits that the Groundwater Data Viewer indicates three aquifers classed as 'Regionally Important Aquifer - Karstified (diffuse)', a 'Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones' and a 'Locally important gravel aquifer' underlie the LAP. Further notes that the Groundwater Vulnerability map indicates the range of groundwater vulnerabilities within the area covered is variable. Therefore, recommends the use of the Groundwater Viewer to identify areas of High to Extreme Vulnerability and 'Rock at or near surface' in preparing the Plan, as any groundwater-surface water interactions that might occur would be greatest in these areas.</p> <p>Records show groundwater drinking water abstractions (Monasterevin Public Water Supply (PWS)) with zones of contribution/source protection areas close to the LAP. Preventing ingress of runoff to the aquifer is key.</p>

Sub. No.	Name	Summary of Submission
		<p>Design of drainage will need to be cognisant of the public water schemes and the interactions between surface water and groundwater as well as run-off. Appropriate design should be undertaken by qualified and competent persons to include mitigation measures as necessary, such as SUDs or other drainage mitigation measures.</p> <p>For potential projects, any excavation and /or cuttings required should ensure that groundwater flow within the zones of contribution to the groundwater abstraction points is not disrupted. Note that there could be other groundwater abstractions in the locality for which Geological Survey Ireland has not undertaken studies, and a robust assessment should be undertaken by qualified and competent persons including a survey of all current wells and water abstractions within the vicinity.</p> <p>Given the nearby drinking water sources (Public Water Scheme), the effects of any potential contamination as a result of any proposed infrastructure projects would need to be assessed.</p> <p>States that GWClimate is a groundwater monitoring and modelling project that aims to investigate the impact of climate change on groundwater in Ireland and may be useful in relation to Flood Risk Assessment (FRA) and management plans. Notes that GSI has completed Groundwater Protection Schemes (GWPSs) in partnership with local authorities, and there is now national coverage of GWPS mapping. Further notes that a Groundwater Protection Scheme provides guidelines for the planning and licensing authorities in carrying out their functions, and a framework to assist in decision-making on the location, nature and control of developments and activities in order to protect groundwater. Notes that the Groundwater Protection Response overview and link to the main reports is here: https://www.gsi.ie/en-ie/programmes-and-projects/groundwater/projects/protecting-drinking-water/what-is-drinking-water-protection/county-groundwater-protection-schemes/Pages/default.aspx</p>

Sub. No.	Name	Summary of Submission
		<p><u>Geological Mapping</u> Notes GSI's online datasets of bedrock and subsoils geological mapping and encourages the use of this data. States that they have recently launched QGIS compatible bedrock (100K) and Quaternary geology map data.</p> <p><u>Geotechnical Database Resources</u> Notes GSI continues to populate and develop the national geotechnical database and viewer with site investigation data. Encourages the use of this database for baseline geological assessment of proposed development.</p> <p><u>Geohazards</u> Recommends that geohazards be taken into consideration, especially when developing areas where risks are prevalent, and encourages the use of GSI data when doing so. States that GSI has information available on landslides in Ireland via the National Landslide Database and Landslide Susceptibility Map. Submits that the data of a national project on Groundwater Flooding may be useful for Flood Risk Assessment (FRA) and management plans.</p> <p><u>Geothermal Energy</u> Notes the potential of geothermal energy and submits that Ireland has widespread shallow geothermal resources for small and medium-scale heating applications, which can be explored online through GSI Geothermal Suitability maps for both domestic and commercial use.</p> <p><u>Natural Resources (Minerals/Aggregates)</u> GSI states that the sustainable development of natural resources should be an integral part of all development plans from a national to local level. Highlights the consideration of mineral resources and potential resources as a material asset which should be explicitly recognised within the environmental assessment process.</p> <p>States that GSI provides data, maps, interpretations and advice on matters related to minerals, their use and</p>

Sub. No.	Name	Summary of Submission
		<p>their development in the Minerals Section of their website. Notes that Active Quarries, Mineral Localities and the Aggregate Potential maps are available on their Map Viewer. Recommends use of the Aggregate Potential Mapping viewer to identify areas of High to Very High source aggregate potential within the area and also to identify and ensure that natural resources used in any proposed developments are sustainably sourced from properly recognised and licensed facilities, and that consideration of future resource sterilisation is considered.</p> <p><u>Geochemistry of Soils, Surface Waters and Sediments</u> States that GSI provides baseline geochemistry data as part of the Tellus programme which can be used to assess the chemical status of soil and water at a regional scale and to support the assessment of existing or potential impacts of human activity on environmental chemical quality. Submits that Tellus is a national-scale mapping programme that provides multi-element data for shallow soil, stream sediment and stream water. Notes that this data is available at https://www.gsi.ie/en-ie/data-and-maps/Pages/Geochemistry.aspx.</p>

Response

The aspects of the submission relating to geoscience policy and contents of the attached submission by the GSI are noted and welcomed. The relevant contents will be fully considered in progressing the LAP to draft stage, particular in the undertaking of the Strategic Environment Assessment (SEA), Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA). The absence of County Geological Sites (CGSs) within the Plan area is noted.

4.2.11.5 Issue 4: SEA and AA

Sub. No.	Name	Summary of Submission
22	The Heritage Council	<p><u>Strategic Environmental Assessment/Appropriate Assessment:</u></p> <ul style="list-style-type: none"> • A SEA and AA will be required for the LAP. • Ensure all future policies drafted are individually assessed against the SEA. • Recommend consulting the OPR SEA guidance.

45	Department of Housing, Local Government and Heritage	<p><u>Nature Conservation / Nature Conservation Policy</u></p> <p>States this submission is intended to cover the Strategic Environmental Assessment (SEA) scoping process and should be reviewed by the SEA team.</p> <p><i>1. Observations in relation to the SEA and the preparation of the associated Environmental Report.</i></p> <p>Notes that the LAP should be developed to integrate biodiversity considerations in a positive, proactive and precautionary way, and this should be reflected in its text and content, including its aims, objectives and policies, as well as in maps, e.g. land use zonings, and suitability categorisations or preferential areas or routes for infrastructural components and interconnections, and for certain developments or land use types. In general, no areas should be identified or targeted for future development or changes in land use without the availability of basic information on the ecological sensitivities of the lands in question, such as a habitat and/or ecological constraints map, i.e. the precautionary principle should apply.</p> <p>States that the LAP should include objectives to conserve and maintain key elements of biodiversity within the plan area and its zone of influence, and to ensure it does not contribute to biodiversity losses or deterioration.</p> <p>Highlights Regulation 27 of the European Communities (Birds and Natural Habitats) Regulations, 2011- 2021 (referred to as the 2011 Regulations) and states that it should be reflected in the LAP commitments and the associated assessments.</p> <p>Notes the LAP may significantly affect nature conservation, biodiversity, flora and fauna, therefore it should be considered whether the LAP will give rise to some or all of the impacts and effects listed in the submission.</p> <p>Kildare County Council is also advised to undertake reviews of peer-reviewed and grey literature to enhance their understanding of the implications for nature conservation of the LAP and to ensure that they have identified the full range of potential effects that should</p>
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		<p>be considered in the assessment. The Council is also advised to review the publications on the National Parks and Wildlife Service (NPWS) website.</p> <p>States that the Environmental Report should be undertaken by or in conjunction with a suitably qualified ecologist(s) and other specialists as necessary, and in conjunction with the Natura Impact Report. Highlights the relevance of the EPA's Integrated Biodiversity Impact Assessment Practitioner's Manual and the requirements of the SEA Directive (2001/42/EC).</p> <p>Note that the Environmental Report is required to contain environmental protection objectives that should integrate with the objectives and obligations of other Directives, legislation, plans and policies. A non-exhaustive list of these is included in the submission.</p> <p>The submission states that Strategic Environmental Objectives should be included for all nature conservation sites to address key threats arising from the LAP. It further states that the LAP should promote the provision of buffer zones between developments and areas of significant biodiversity and ensure appropriate control and management measures for invasive species. Provision of robust recreational areas, including for dog walking, should also be considered.</p> <p>The submission highlights key data and information sources relevant to the SEA and the preparation of the associated Environmental Report.</p> <p>States that competent authorities and agents/consultants should refer to the EPA's website for a more complete and up-to-date list of relevant SEA guidance which is also attached to the submission (Appendix 2).</p> <p>The submission sets out recommendations for the SEA mitigation and monitoring process. The Strategic Environmental Assessment (SEA) is a systematic process that includes gathering baseline data, establishing strategic environmental objectives, and monitoring the Local Area Plan (LAP) impacts on the environment. Effective monitoring is critical as it identifies issues and impacts, ensuring each new LAP is informed by previous experiences. Without it, plans risk</p>
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	<p>perpetuating environmental issues. The Department emphasizes that the baseline environment description should integrate SEA monitoring from the current LAP, setting measurable indicators for biodiversity impacts. Monitoring should focus on habitat loss, with quantifiable data requirements for new developments to track biodiversity changes. The SEA process should also assess cumulative habitat loss impacts from smaller projects and indirect LAP effects, ensuring mitigation measures are embedded within the LAP. The monitoring program must clearly outline how it will identify environmental effects and assess the efficacy of mitigation measures. Existing monitoring programs can be utilized if they align with the specific plan's objectives. Local-level plans should address local issues, such as habitat loss, and aspects of broader environmental challenges. Clear responsibilities, frequency, and reporting procedures for monitoring should be established, with mechanisms to address any negative effects that arise. Indicators should link back to environmental effects and mitigation measures, ensuring the LAP fully reflects the SEA and Appropriate Assessment findings.</p> <p><i>2. Observations in relation to Appropriate Assessment</i></p> <p>Notes the River Barrow and River Nore Special Area of Conservation (SAC) (Site Code: 002162) and highlights the opportunity the LAP provides to conserve this internationally important biodiversity site. In this regard, it is noted that Site Specific Conservation Objectives must be consulted and proposed plan objectives and zoning must be compatible with these objectives.</p> <p>Note the focus on water tourism and amenity use of the River Barrow in the Issues Paper. In this regard, it highlights that urbanisation and leisure/tourism have been identified as among the top three groups of pressure on habitats and species at European Union level.</p> <p>The Department recommends that the approach to Appropriate Assessment should accord with EU case law and highlights the ECJ case C-6/04 EC v. the UK and the Case C-461/17 Holohan v An Bord Pleanála 7/11/18.</p>
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		<p>States that the recreational disturbance impacts of tourism development should be assessed and highlights a Natural England report concerning bird disturbance for SPAs and RAMSAR sites which found that dog walking is currently the main cause of disturbance (by far) and should be a focus for assessment.</p> <p>Note mitigation measures must be directly linked to the likely impacts identified in the appropriate assessment and the LAP is an opportunity to orientate developments to areas of lesser risk of potential conflicts with Natura 2000 sites. Further states that the LAP should provide for natural borders/buffers as integral components of the design of greenway/blueway, tracks, trails, and amenity and tourism areas.</p> <p>The Department advises that a Rainwater Management Plan and Strategic Sustainable Drainage Measures are considered as part of the Strategic Flood Relief Assessment. Notes as outlined in the Department's recently published Best Practice Interim Guidance Document 'Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design (2021)', the implementation of nature-based solutions at the scale of the settlement results in a co-ordinated "whole of settlement" approach to the implementation of nature-based solutions and is preferable to the implementation of solutions at site or development level.</p> <p>The Department advises that cumulative impacts with other plans or projects must be considered in the AA and lists the EU and National guidance documents that should be consulted.</p>
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Response

The contents of the submissions will be fully considered in undertaking the Strategic Environment Assessment (SEA) and Appropriate Assessment (AA) to inform the LAP.

4.2.11.7 Issue 5: Environmental Services

Sub. No.	Name	Summary of Submission
32	Department of Transport (DoT)	<p><u>Air Quality</u></p> <ul style="list-style-type: none"> Existing policy measures will go a long way towards reducing transport's contribution to air pollution, but action may be needed at a national and local level to comply with the timeframes to implement the WHO targets, as envisaged within the Government's new Clean Air Strategy for Ireland.
50	National Office for Environmental Health Services	<p><u>Environmental Noise</u></p> <ul style="list-style-type: none"> Consider mitigation measures for existing facilities, such as directional lighting, planting to act as both a noise and light buffer, and limitations on hours of operation. Require light spill and noise mitigation measures at planning stage for proposed developments. WHO identified Environmental Noise as an increasing cause of ill health. The Plan should consider the environmental noise of: New roads, industry, recreational activities, adjacent to residential properties or noise sensitive premises such as schools or hospitals. <p><u>Air Quality</u></p> <ul style="list-style-type: none"> Kildare participates in the EPA Air Quality Index for Health. The Plan should aim to reduce polluting emissions and increase the quality of air by: <ul style="list-style-type: none"> Participating in, and facilitating national programmes of air quality monitoring where possible, Working to develop and promote the Air Quality Index for Health, Local Air Quality Management Plans.

Response

Section 6.8.2 of the CDP includes a number of objectives relating to the protection of air quality, and the control of light and noise pollution, such as:

- *IN O59 Ensure that all future development is in accordance with the EU Ambient Air Quality and Cleaner Air for Europe (CAFÉ) Directive (2008/50/EC).*
- *IN O65 Ensure that noise levels caused by new and existing developments throughout the county do not exceed normally accepted standards.*
- *IN O68 Require the design of external lighting schemes to minimise the incidence of light spillage or pollution into the surrounding environment having regard to the residential amenity of surrounding areas and the need to mitigate adverse impacts on sensitive fauna and protected species.*

Regarding air quality, it should be noted that there are objectives relating to the protection of air quality in the CDP. Any monitoring of air quality conducted by the environmental section of Kildare County Council is considered to be an operational matter outside the remit of this Local Area Plan.

4.2.12 Zoning Requests

Many submissions received related to the zoning of land, the majority of which sought a change to the existing land use zoning designation of a specific site. Map 1 outlines the subject lands that relate to the land use zoning requests summarised in Table 2 below.

Map 1: Land Use Zoning Requests

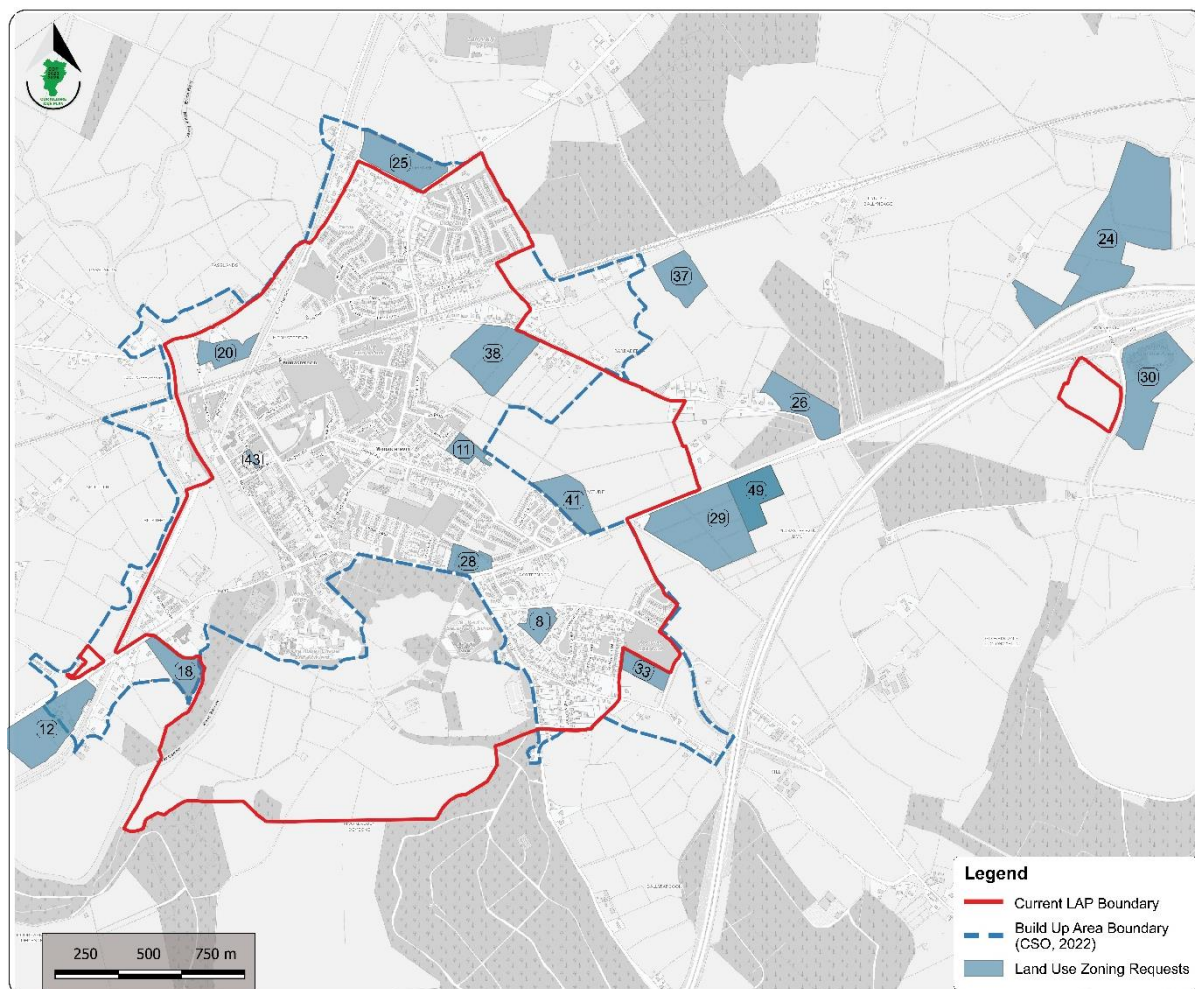
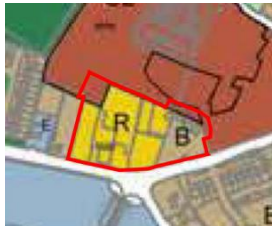


Table 2: Summary of Zoning Requests

Sub. No.	Name	Summary of Submission
08	Seamus Doherty	<ul style="list-style-type: none"> Propose rezoning the subject lands from 'C: New Residential' to 'I: Agriculture'.
11	Derek Whyte on behalf of Maureen Dowling	<ul style="list-style-type: none"> Propose rezoning the subject lands from 'I: Agriculture' to 'C: New Residential'.

Sub. No.	Name	Summary of Submission
12	Derek Whyte on behalf of Miley Connors	<ul style="list-style-type: none"> Propose zoning the subject lands for mixed use including residential and tourism accommodation.
18	Sarah Jane Holohan	<ul style="list-style-type: none"> Suggest considering the use of the subject lands for housing and tourism.
20	Aidan Mahon	<ul style="list-style-type: none"> It is stated that the subject lands have the potential to provide "Serviced Sites".
24	Furey Consulting Engineers on behalf of Green Mayfield Properties Ltd.	<ul style="list-style-type: none"> Propose zoning the subject lands for industrial use associated with renewal energy.
25	Armstrong Fenton Associates on behalf of Masonbrook Holdings Ltd.	<ul style="list-style-type: none"> The submission puts forward the subject lands to be zoned "C – New Residential".
26	Murphy Design & Build Solutions Ltd. on behalf of Niall Folan	<ul style="list-style-type: none"> The submission seeks an amendment of the MLAP boundary to include the subject lands and to zone the land for tourism use.
28	BMA Planning on behalf of Fitzpatrick's of Monasterevin	<ul style="list-style-type: none"> The submission requests the zoning of the entire subject site outlined in red to "R: Commercial, Retail and Tourism" 
29	BMA Planning on behalf of Fitzpatrick's of Monasterevin	<ul style="list-style-type: none"> Requests the zoning of the subject lands from "I: Agriculture" to "Q: Enterprise and Employment".
30	BMA Planning on behalf of Lidon Limited	<ul style="list-style-type: none"> Requests the subject lands to be zoned "MSA – Motorway Service Area" or a similar mixed-use zoning.

Sub. No.	Name	Summary of Submission
33	Murphy Design & Build Solutions Ltd on behalf of John Burke & Noel Kelly	<ul style="list-style-type: none"> This submission seeks to have the subject lands zoned New Residential.
37	Derek Whyte on behalf of Monasterevin AFC	<ul style="list-style-type: none"> Monasterevin AFC requires the subject lands to be zoned for recreational use.
38	Derek Whyte on behalf of Enda Spain	<ul style="list-style-type: none"> Requests that the subject lands be zoned for serviced sites and/or residential development.
41	Derek Whyte on behalf of Glen Brereton	<ul style="list-style-type: none"> The subject lands are proposed for potential future residential development.
43	Adrian Donoghue Design Studio on behalf of Willoughby's Hardware Ltd	<ul style="list-style-type: none"> Requests the rezoning of the subject lands to 'Light Industrial'.
49	David Mulcahy Planning Consultants Ltd on behalf of JH Fitzpatrick Ltd	<ul style="list-style-type: none"> Seeks to zone the subject site as Enterprise and Employment or Transport/Utility.

A detailed summary of each of the foregoing submissions is included in Appendix D of this report. The submissions are varied and refer to the zoning of land for a range of uses, including residential, employment, recreation/open space, tourism, retail, transport/utility, motorway services, in addition to seeking an extension to the plan boundary. Kildare County Council's response to these zoning requests is provided below.

Response

All lands that are currently zoned in the Monasterevin Local Area Plan 2016–2022 will be reviewed as part of the preparation of this Plan. A whole-of-settlement approach will be employed when devising an appropriate development strategy for Monasterevin for the plan period. The strategy will align with national, regional and county planning policy, and comply with Section 28 Ministerial Guidelines for Planning Authorities. As such, the zoning of land for residential development must be in keeping with the housing allocation of the Core Strategy of the Kildare County Development Plan 2023–2029 and the zoning of land for employment purposes must have regard to Appendix A of the Development Plan Guidelines (2022) which requires a methodology based on the quantum of lands to meet a notional jobs ratio applied to jobs per square metre of employment floorspace or hectare of land. Regard must also be given to the provisions of the 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012) when reviewing current land use zoning objectives and any potential new land use zoning designations at or

near national roads or the associated junctions. The review of land zoning will be based on evidence, inter alia, an infrastructure assessment for the town in accordance with National Planning Objective (NPO) 72 a-c and Appendix 3 of the National Planning Framework (NPF) and section 4.5.2, Settlement Capacity Audit, of the Development Plan, Guidelines for Planning Authorities (2022). All land use zoning requests for residential or employment uses that have been received, regardless of their location in relation to any previous plan boundaries, will be included in the Settlement Capacity Audit (SCA) to determine their suitability to accommodate particular uses in comparison to other potential sites within the town. The SCA will seek to identify and prioritise the development of Tier 1: Serviced Zoned Land in the first instance, in order to grow the town in a sustainable manner in keeping with the principles of compact growth and sequential development, as set out in the NPF and in the Development Plan Guidelines (2022). Tier 2: Serviceable Lands will also be identified. The SCA will be published as a supporting document to the Plan.

It should be noted that proposed land uses will be determined on an evidence-led basis and therefore, in addition to the SCA, the Plan will be accompanied by a number of other supporting studies which will provide a detailed analysis of the settlement. Such evidence-led studies to be published alongside the Plan will include, inter alia, a Local Transport Plan, a Social Infrastructure Audit, and a Habitats Survey and Green Infrastructure Mapping Exercise. These supporting documents will be critical in providing safeguards which will be incorporated into an overall future development strategy and infrastructure delivery schedule included in the Plan and will inform recommendations and decisions regarding the zoning of land. This will ensure that where lands are identified as being suitable for residential or employment purposes, their development will be dependent on the delivery of identified key services and community infrastructure, either prior to, or in tandem with development.

The Habitat Mapping Report and Strategic Flood Risk Assessment will also be instrumental in considering potential future land use zonings.

4.2.14 Miscellaneous

Sections 4.2.10.1 provides a brief overview of the issues raised in the submissions received that relate to the 'Theme – Miscellaneous' as well as an overview of the responses from Kildare County Council to these issues.

4.2.14.1 Miscellaneous

Sub. No.	Name	Summary of Submission
04	Robyn Moriarty	<ul style="list-style-type: none"> The submission proposes no vapes or smokes.
36	Robin Connolly	<ul style="list-style-type: none"> States that more support and recognition is needed for the good work of the Tidy Towns committee who contribute to the visual appearance and streetscapes.
50	National Office for Environmental Health Services	<p><u>Healthy Ireland in the Health Services – National Implementation Plan</u></p> <ul style="list-style-type: none"> States that the LAP should strategically aim to support community involvement in the development of health services and Healthy Ireland Initiatives. <p><u>Tobacco Free Ireland</u></p> <ul style="list-style-type: none"> States that the strategic aim of the LAP should be to implement the tobacco free playgrounds initiative, promote tobacco free environments, parks and waterfronts. Assist in the delivery of a Tobacco Free Ireland and respond to anticipated changes regarding the accessibility of Disposable Vapes in Ireland. <p><u>Healthy Ireland - A Healthy Weight for Ireland</u></p> <ul style="list-style-type: none"> LAP should develop guidelines and support materials for urban development and planning to reduce the obesogenic environment. Support community-based initiatives that target high risk groups and develop programmes that support healthy lifestyles and prevention of obesity. Promote the benefits of healthy eating, physical activity and non-sedentary behaviour. Improve availability of and access to healthier food choices. Reference should be made to the following: <ul style="list-style-type: none"> Get Ireland Active – National Physical Activity Plan for Ireland

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> ○ Healthy Ireland - A Healthy Weight For Ireland Obesity Policy and Action Plan 2016 -2025 <p><u>The National Positive Ageing Strategy</u></p> <ul style="list-style-type: none"> • Promote the concept of active citizenship and the value of volunteering and encourage people of all ages to become more involved in their communities. <p><u>Food strategy</u></p> <ul style="list-style-type: none"> • Consider the development of a Food Strategy to develop the food economy. • A food strategy could link with Food Wise, the Government's plan for the agri-food industry. • Food Wise 2025 recommends civic and festival markets, suitable serviced market space needs to be identified. • The strategy could also link with Failte Irelands Food Strategy and the National Plan for Jobs.

Response

The issues raised in the submissions are noted, however cannot be considered within the scope of a Local Area Plan.

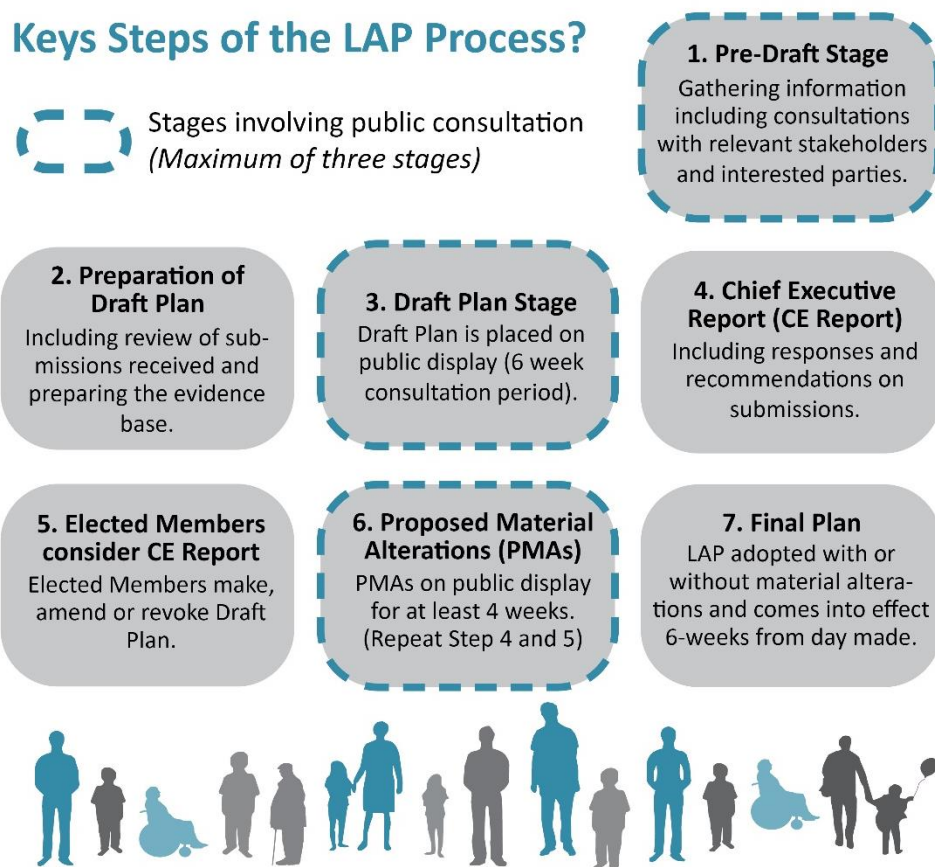
5 Next Steps

Kildare County Council in consultation with key stakeholders will prepare the Draft Monasterevin Local Area Plan. It will be prepared in tandem with a number of evidence-based reports and further assessments, as follows:

- Social Infrastructure Audit (SIA)
- Settlement Capacity Audit (SCA)
- Local Transport Plan (LTP)
- Habitat Mapping
- Strategic Environmental Assessment (SEA)
- Appropriate Assessment (AA)
- Strategic Flood Risk Assessment (SFRA)
- Statement of Character for Monasterevin's Architectural Conservation Area

As part of this preparation process, the findings from the emerging assessments will be reviewed with the Elected Members of the Kildare-Newbridge Municipal District. The Draft LAP once complete will be placed on public display and members of the public, community groups, public bodies and other stakeholders will be invited to make written submissions and observations over a six-week display period. The key steps of the preparation of the Local Area Plan are set out in Figure 8 below.

Figure 8: Key Steps of the LAP Process





APPENDIX A

Public Notice



COMHAIRLE CONTAE CHILL DARA Kildare County Council

FÓGRA AR CHOMHAIRLIÚCHÁIN PHOIBLÍ RÉAMHDHÉACHTA DON PHLEAN LIMISTÉIR ÁITIÚIL MHAINISTIR EIMHÍN 2025-2031

De réir Áit 20 (1) den Acht um Pleanáil agus Forbairt 2000 (arna leasú), bheirtear fógra leis seo go bhfuil sé beartaithe ag Comhairle Chontae Chill Dara Plean Limistéir Áitiúil a ullmhú do cheantar Mhainistir Eimhín. Is doiciméad reachtúil é Plean Limistéir Áitiúil lena leagtar amach an straitéis um thalamhúsáid maidir le pleanáil chuí agus forbairt inchothaithe limistéir.

Chun plé agus rannpháirtíocht phoiblí a spreagadh ag an gcéim seo den phróiseas seo, ullmhóidh Páipéar Buncheistearna chun na príomhcheistearna pleanála a bhaineann le Mainistir Eimhín a leagan amach. Tá cóip den Páipéar Buncheistearna ar fáil ag na háiteanna seo a leanas le h-aid na h-áiteanna agus nó in-áiteanna a dhéanamh orthu ó Dé Máirt, an 9 Aibreán go dtí Dé Céadaoin, an 22 Bealtaine 2024 an dá lá sin an áireamh:

- Ar líne ag: <https://consult.kildarecoco.ie/en/browse>
- Leabharlann Mhainistir Eimhín, Páas an Mhuilinn Uisce, Mainistir Eimhín, Co. Chill Dara, W34 F6P6.
- An Rannóg Pleanála, Comhairle Chontae Chill Dara, Áras Chill Dara, An Nás, Co. Chill Dara.

Beidh foireann Chomhairle Chontae Chill Dara ar fáil chun ceistearna ginearálta a fhreagairt agus chun comhairle a thabhairt maidir leis an gcomhairliúchán réamhdhreacha agus an próiseas um pleanáil a dhéanamh ag an imeacht 'buaill isteach' san Ionad Pobail Mhainistir Eimhín, Mainistir Eimhín ó 4:00 p.m. go 8:00 p.m. Déardaoin, an 16 Bealtaine 2024.

Tá aighneachtaí a lorg ag Comhairle Chontae Chill Dara anois ó pháirtithe leasmhara i ndáil leis an bPáipéar Buncheistearna roimh 4:00 p.m. Dé Céadaoin, an 22 Bealtaine 2024. Ba cheart go mbeadh d'ainm agus do sheoladh luaithe ar d'aighneacht, agus nuair is cuí, an comhlacht nó an eagraíocht a bhfuil ionadaithe a d'ádhéanamh air. Tá fáilte roimh léanail nó grúpaí nó cumainn a dhéanann ionadaithe ar leasanna léanail aighneachtaí a dhéanamh. Cuir isteach d'aighneacht ar cheann de na bealaí seo a leanas amháin le do thoil (Ní ghlactar le haighneachtaí déanacha nó le haighneachtaí a sheofar ar ríomhphost nó ar fad):

- Ar líne ag <https://consult.kildarecoco.ie/en/browse>; nó
- I scríbhinn chuig an Oifigeach Feidhmeannach Sínearach, an Roinn Pleanála, ag an seoladh thíos.

Déanfar tuarascáil ar na haighneachtaí a gheofar a ullmhú agus áireofar ann ainmneacha na ndaoine sin a rinne aighneachtaí. Foilseofar an tuarascáil seo ar ár sulmhanna gréasáin. Is féidir sonraí maidir le do theidilíocht agus d'ádhéanamh a chur ar fáil faoi RGCS a léamh anseo: www.kildarecoco.ie/YourCouncil/GovernanceandCompliance/DataProtection/. Is deis i seo do thuairim a chur in iúl maidir le forbairt i do cheantar sa todhchaí. Táimid ag triúth le doiciméid uait. Spreidhfidh na haighneachtaí: 4:00 p.m. Dé Céadaoin, an 22 Bealtaine 2024.

Síntithe:

Alan Dunne, Stiúrthóir Seirbhíse,
Pleanáil, Fiontar, Forbairt Eacnamaíochta agus Seirbhíse Éigeandála,
Comhairle Chontae Chill Dara.

TEMPORARY CLOSING OF ROADS NOTICE OF INTENTION ROADS ACT, 1993 ROADS REGULATIONS, 1994

Kildare County Council gives notice in accordance with Section 75 of the Roads Act, 1993 and the Roads Regulations, 1994 that it intends to close the following road on Monday, 6 May 2024 to facilitate Shackleton Museum restoration works.

No	Road to be Closed	From (Junction with)	To (Junction with)	Duration of Closure (at any one time)
1	R417 (Offaly street)	Emily Square	Meeting lane	12 weeks

Alternative Routes: Church Road

Diversions routes will be clearly signposted, as agreed with the Council and An Garda Síochána. Emergency access and restricted local access will be maintained.

Any objections/observations should be lodged in writing to the A/Senior Executive Officer, Transport Mobility and Open Spaces Department, at the address below or directly on the consultation portal at <https://consult.kildarecoco.ie/en> on or before 5:00 p.m. on Wednesday, 17 April 2024.

KILDARE COUNTY COUNCIL
Áras Chill Dara, Devoy Park, Nás, Co. Kildare, W91X77E
Telephone: 045-966050 • Emergency Number:
(Outside Office Hours) 1800-300-444
 [kildarecoco.ie](https://www.kildarecoco.ie)

NOTICE OF PRE-DRAFT PUBLIC CONSULTATION FOR PROPOSED MONASTEREVIN LOCAL AREA PLAN 2025-2031

In accordance with Section 20 (1) of the Planning and Development Act 2000 (as amended), notice is hereby given that Kildare County Council propose to prepare a Local Area Plan for Monasterevin. A Local Area Plan is a statutory document that sets out the land use strategy for the proper planning and sustainable development of an area.

To stimulate discussion and encourage public participation at this stage in this process, an Issues Paper has been prepared which sets out some key planning issues pertaining to Monasterevin. A copy of the Issues Paper is available at the following locations to download and/or inspect from Tuesday, 9 April to Wednesday, 22 May 2024 inclusive:

- Online at: <https://consult.kildarecoco.ie/en/browse>
- Monasterevin Library, Watermill Place, Monasterevin, Co. Kildare, W34 F6P6.
- Planning Department, at the address below.

Staff from Kildare County Council will be available to answer general queries and provide guidance on the pre-draft consultation and plan-making process at a 'drop-in' event in the Monasterevin Council Hall, Monasterevin from 4:00 p.m. to 8:00 p.m. on Thursday, 16 May 2024.

Kildare County Council now invites submissions from interested parties in relation to the Issues Paper before 4:00 p.m. on Wednesday, 22 May 2024. Your name and address should be stated in your submission, and where relevant, the body or organisation represented. Children or groups or associations representing the interests of children are welcome to make submissions. Please make your submission in one of the following ways only (late submissions, e-mail or faxed submissions will not be accepted):

- Online at <https://consult.kildarecoco.ie/en/browse>; or
- In writing to the Senior Executive Officer, Planning Department, at the address below.

A report will be prepared on submissions received and will include the names of those who made submissions. This report will be published on our websites. Details of your privacy entitlements and obligations under GDPR can be read here: www.kildarecoco.ie/YourCouncil/GovernanceandCompliance/DataProtection/

This is your opportunity to have a say in the future development of your area. We look forward to hearing from you. Deadline for submissions: 4:00 p.m. on Wednesday, 22 May 2024.

Signed:

Alan Dunne, Director of Service,
Planning, Enterprise, Economic Development and Emergency Services,
Kildare County Council.

PROPOSED TRAFFIC CALMING MEASURES SECTION 38 OF THE ROAD TRAFFIC ACT 1994

In accordance with the provisions of Section 38 of the Road Traffic Act 1994, Kildare County Council hereby gives notice of its intention of:

Caragh Road and Newbridge Road Junction Safety Improvement 2024 comprising of:

- Realignment of the kerb lines, tightening of the turning radii and removal of the left turn lane from Caragh Road.
- Installation of a new raised uncontrolled pedestrian on Caragh Road L-5083-0.
- Construction of new realigned footpaths and reinstatement of carriageway line markings and road signage.
- Drawings showing the proposed works will be available for inspection at the following locations from Tuesday, 9 April to Wednesday, 8 May 2024:
 - The Consultation website of Kildare County Council at: <https://consult.kildarecoco.ie/en/consultation/section-38-road-traffic-act-1994-caragh-road-newbridge-road-junction-safety-improvement-2024>
 - The Offices of Kildare County Council, Level 4, at the address below Monday – Friday between the hours of 9:00 a.m. and 5:00 p.m., BY APPOINTMENT ONLY.

Appointments must be made in advance at: <http://kildare.ie/council/OnlineBookingSystem>

Submissions or observations relating to the above-mentioned proposed works can be made online at: <https://consult.kildarecoco.ie/en/consultation/section-38-road-traffic-act-1994-caragh-road-newbridge-road-junction-safety-improvement-2024> or in writing to the Senior Executive Officer, Transport, Mobility and Open Spaces Department, at the address below on or before 5:00 p.m. on Wednesday, 8 May 2024.

or in writing to the Senior Executive Officer, Transport, Mobility and Open Spaces Department, at the address below on or before 5:00 p.m. on Wednesday, 8 May 2024. Please make your submission by one medium only i.e. in hard copy or online.





APPENDIX B

Pre-draft Consultation Poster

Monasterevin Local Area Plan 2025 - 2031

Pre-draft Public Consultation



The pre-draft issues paper is available to view until 4pm Wednesday 22nd May 2024 at:

- Planning Department, Kildare County Council, Áras Chill Dara, Naas, Co. Kildare
- Monasterevin Library, Watermill Place, Main Street, Monasterevin, Co. Kildare



Pre-draft Public Drop-in Event

Date: 16th May 2024

Time: 4 pm – 8 pm

Venue: Monasterevin Council Hall,
Main Street, Monasterevin.

Have your
say!



Please make your submission:

Online

On the Local Area Plan's public consultation portal:

<https://consult.kildarecoco.ie/en/browse>



OR

By Post

Pre-draft Consultation
Monasterevin LAP 2025 - 2031
c/o Senior Executive Officer
Planning Department,
Kildare County Council
Áras Chill Dara,
Naas, Co. Kildare
W91 X77F



Closing date for submissions: 4pm Wednesday 22nd May 2024.

All submissions received will be reviewed by the Planning Department of Kildare County Council.

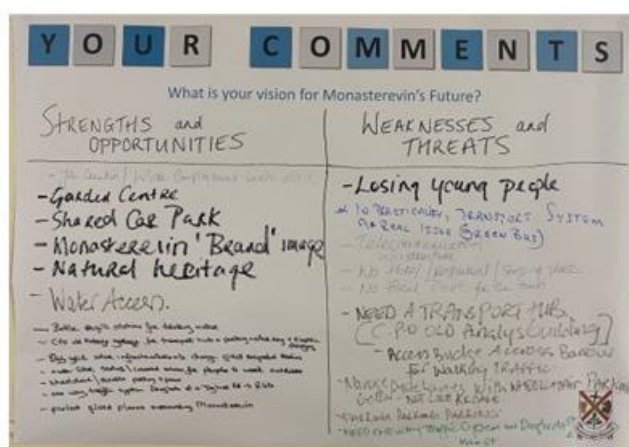
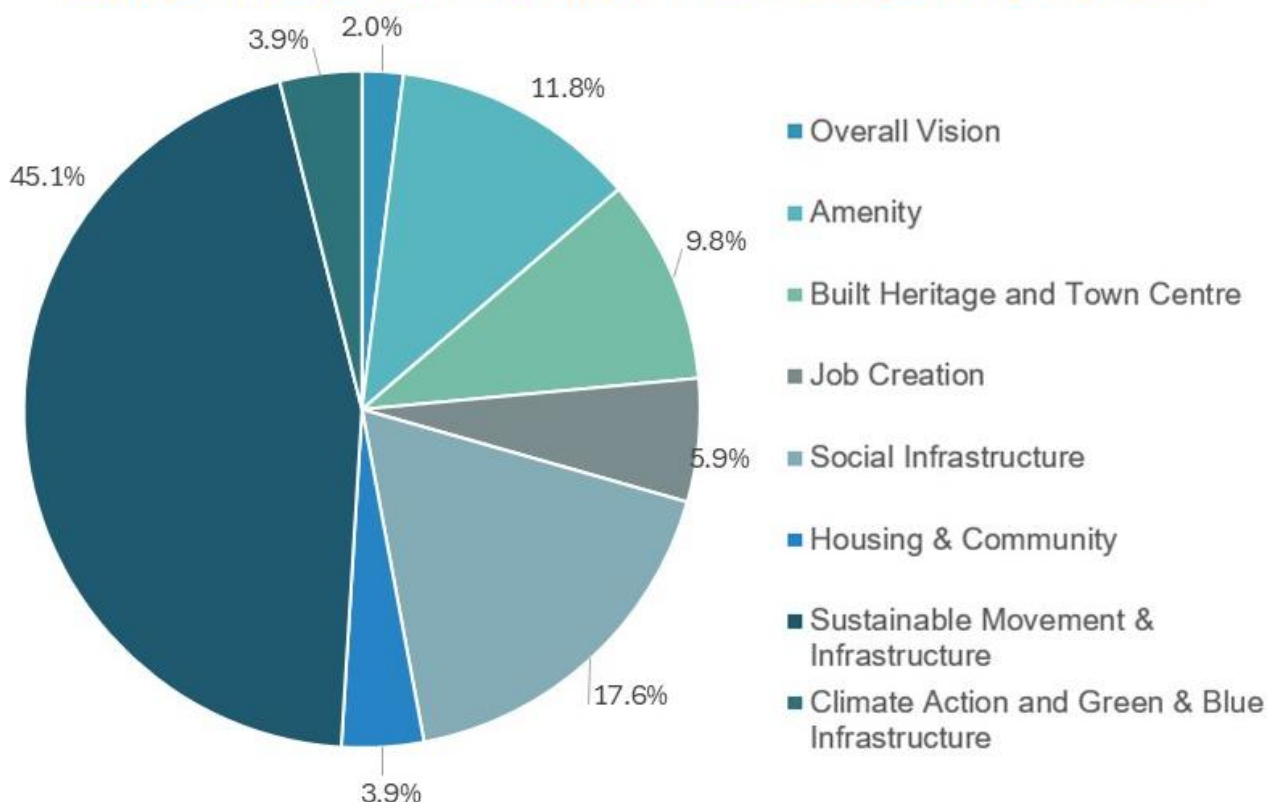
Please make your submission by one medium only i.e. online or in hardcopy. Email or faxed submissions will not be accepted.



APPENDIX C

Issues Raised and Photographs taken at the
Public 'Drop-In' Event

ISSUES RAISED PER THEME AT THE CONSULTATION EVENT



TOP THREE ISSUES RAISED

3

Active Travel Infrastructure



Skate Park

Transport
Hub

PHOTOS OF THE PRE-DRAFT CONSULTATION EVENT





APPENDIX D

Summaries of Submissions Received

Monasterevin Local Area Plan 2025-2031 – Pre-draft Public Consultation

Tables 1 provides a summary to each submission made during the pre-draft public consultation period for the Monasterevin Local Area Plan 2025–2031 and indicates where the issues raised in these submissions are addressed in the report.

Table 1: Summaries of Submissions Received

Sub. No.	Name	Summary of Submission
01	Paul Brady	<p>The submission states that:</p> <ul style="list-style-type: none"> • The Dublin Coach (Green Bus) is unreliable. • The train is too expensive. • Major regeneration of the town centre is needed. Compulsory purchases are proposed.
<p>Submission 01 is addressed under the following sections of this report:</p> <ul style="list-style-type: none"> • Section 4.2.3 Built Heritage and Town Centre • Section 4.2.7 Sustainable Movement and Infrastructure 		
02	Health and Safety Authority (HSA)	The HSA submission has no observations to forward.
<p>Kildare County Council notes submission 02 from the HSA.</p>		
03	Sinn Fein	<p>The submission proposes:</p> <ul style="list-style-type: none"> • Making Harbour Road one-way. • Putting in speed ramps. • Installing traffic lights at the T-Junction at the Nag's head. • Installing traffic calming measures at Rathangan Road from Supervalu to Ferns Bridge or alternatively a pedestrian cross walk from St Evins and other nearby estates. • Installing a roundabout at Fitzpatrick's Garage on Dublin Road.¹ • Providing more age-friendly parking in town. • Increasing speed control measures on Barraderra Road. • Better parking management at The Venice Pub on Main Street. • Introducing residential (permit) parking along the canal.

¹ Bianca Haghiac commented on this issue on the consultation portal. It states that this issue needs to be addressed very soon.


		<ul style="list-style-type: none"> Installing a multi-age level children's playground.
<p>Submission 03 is addressed under the following sections of this report:</p> <ul style="list-style-type: none"> Section 4.2.5 Social Infrastructure Section 4.2.7 Sustainable Movement and Infrastructure 		
04	Robyn Moriarty	<p>The submission proposes:</p> <ul style="list-style-type: none"> A new playground. Cleaning up bad words in the playground. A rugby pitch and gym for kids. A Medical Centre. Cycle paths. A non-stop train to Dublin. Cheap houses. An ice cream shop. No vapes or smokes.
<p>Submission 04 is addressed under the following sections of this report:</p> <ul style="list-style-type: none"> Section 4.2.5 Social Infrastructure Section 4.2.6 Housing & Community Section 4.2.7 Sustainable Movement and Infrastructure Section 4.2.9 Miscellaneous 		
05	Office of Public Works (OPW) - Flood Risk Management	<ul style="list-style-type: none"> Reference should be made to the Guidelines on the Planning System and Flood Risk Management (DHPLG/OPW, Nov 2009) issued under Section 28 of the Planning Acts. The Guidelines set out a three Stage Flood Risk Assessment process. Stage 1 is flood risk identification; stage 2 is an initial flood risk assessment and stage 3 is a detailed flood risk assessment. The OPW recommends that particular attention is paid to the following sections of the Guidelines: <ul style="list-style-type: none"> Chapter 3 – The Planning Principles. Chapter 3 – The Sequential Approach, and definitions of Appropriate Development. Chapters 3 and 4 – The Plan-making Justification Test. OPW advises that clear commitments and strategic objectives regarding flood risk and the principles of the Guidelines are included in the Draft Plan, and

		<p>that persons with the relevant expertise review any flood risk assessments.</p> <ul style="list-style-type: none"> • The OPW undertook the National CFRAM Programme through which Flood Risk Management Plans (FRMPs) and flood maps were prepared. • OPW requests Kildare County Council (KCC) to have full regard for the protection and the need for maintenance, of flood relief schemes and also to consider including a register of key flood risk infrastructure in the LAP. • The LAP must have regard to the flood maps produced under the National CFRAM Programme and reminds KCC that where physical changes have occurred, where there are evidentially robust additional sources of information this information should also be included in the making of spatial planning decisions. • The National Indicative Flood Mapping (including National Indicative Fluvial Mapping, National Coastal Flood Hazard Mapping and National Groundwater Flood Mapping) provide only an indication of areas that may be prone to flooding and are therefore not necessarily locally accurate. As such they should not be used as the sole basis for defining the Flood Zones, or for making planning policy. • In line with the Guidelines, while Flood Zones are defined on the basis of current flood risk, planning authorities need to consider the potential impacts of climate change in the preparation of plans, such as by avoiding development in areas potentially prone to flooding in the future, providing space for future flood defences, specifying minimum floor levels and setting specific development management objectives. The National CFRAM flood maps include two potential future scenarios taking into account different degrees of climate impact. • The OPW requests that Kildare County Council has regard in zoning land for development to ensure that access requirements are preserved for the maintenance of Arterial Drainage Schemes and Drainage Districts.
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		<ul style="list-style-type: none"> • It should be noted that the Flood Zones are defined ignoring the presence of flood defences (Section 2.25 of the Guidelines). It is recommended that land only be zoned for development in accordance with the definition of appropriate development as set out in the Guidelines. • While a particular development may not be prone to flood risk itself, it can increase flooding up - or down-stream. In line with the Guidelines, proposed new development needs to avoid increasing such flood risk elsewhere. • The preparation of development plans should take account of the opportunities for nature-based solutions. This can include areas around existing developments, as well as within existing and proposed development in the form of Sustainable Urban Drainage Systems (SuDS). • KCC should refer to The Best Practice Interim Guidance Document 'Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas' for further guidance.
<p>Submission 05 is addressed under Section 4.2.7 'Sustainable Movement and Infrastructure' of this report.</p>		
06	Transport Infrastructure Ireland (TII)	<p>The submission states that:</p> <ul style="list-style-type: none"> • The M7 is included as part of the EU Trans-European Transport Networks (TEN-T) Core Network. • National Strategic Outcome 2 of the National Planning Framework includes the objective to maintain the strategic capacity and safety of the national roads network, including planning for future capacity enhancements. • Chapter 7 'Enhanced Regional Accessibility' of the National Development Plan sets out the key sectoral priority of maintaining Ireland's existing national road network to a robust and safe standard for users. • The national road network includes its junctions and physical assets.

		<ul style="list-style-type: none"> • TII recommends objectives/guiding principles to be added to the Draft Plan to reflect policy requirements. • Additional improvements relating to national roads identified at a local level should be done in consultation with the TII. TII may not be responsible for the funding of any such schemes or improvements. • Any additional connectivity to national roads should be developed in accordance with Section 2.7 of the DoECLG Spatial Planning and National Roads Guidelines (2012). • The LAP zoning strategy should support compact growth, active travel and sustainable mobility measures and it should safeguard the strategic road network and its junctions. • A Local Transport Plan should be based on the Area Based Transport Assessment guidance produced by the NTA and TII (TII Publications PE-PDV-02046 refers), Section 28 Ministerial Guidelines and should acknowledge The Treatment of Transition Zones to Towns and Villages on National Roads TII Publications DN-GEO-03084 and the TII Publications DN-GEO-03030 - Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes. • Section 3 of the DoECLG Spatial Planning and National Roads Guidelines outlines the development management function of the planning authority in relation to national roads. • The Council is requested to reference TII Publications and the requirement to submit a Road Safety Audit (RSA) for any development proposals that result in a permanent change to the layout of a national road. • Planning applications for significant development proposals should be accompanied by a Traffic and Transport Assessment (TTA). Guidance in relation to TTA is given in the Traffic and Transport Assessment Guidelines (2014). • TII would welcome the provisions of the Policy on the Provision of Tourist and Leisure Signage on
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		<p>National Roads (March 2011) and Section 3.8 of the DoECLG's Spatial Planning and National Roads Guidelines into the new Local Area Plan.</p> <ul style="list-style-type: none"> • The M7 drainage regime is an independent drainage regime for the M7 national road only. TII would welcome consideration of a new Objective included in the Local Area Plan outlining that; 'The capacity and efficiency of the national road network drainage regimes will be safeguarded for national road drainage purposes'. • For all renewable energy developments requiring grid connection to the national grid, it is considered inappropriate to utilise the national road as a grid connection route when alternatives are available. • The noise mitigation measures should be implemented when introducing noise sensitive uses in the environs of existing and planned national roads and the cost thereof should be borne by the developer. • The requirements of S.I. No. 140 of 2006 Environmental Noise Regulations should be referred to. • TII recommends consultation with the NTA in relation to any sustainable transport measures as well as the preparation of any Local Transport Plan. In relation to Greenway proposals, consultation with the Council's own internal project and/or design staff is recommended.
<p>Submission 06 is addressed under Section 4.2.7 'Sustainable Movement and Infrastructure' of this report.</p>		
07	Sinn Féin	The submission proposes installing cycle lanes from Junction 14 to Monasterevin.
<p>Submission 07 is addressed under Section 4.2.7 'Sustainable Movement and Infrastructure' of this report.</p>		

08	Seamus Doherty	<p>The submission proposes that the land zoned New Residential should be rezoned for Agri use.</p> 
<p>Submission 08 is addressed under Section 4.2.10 ‘Zoning of Land’ of this report.</p>		
09	Bianca Haghiac	<p>The submission raised the following issues:</p> <ul style="list-style-type: none"> • A traffic jam at New Lodge Cross coming from Athy Road/R417. A roundabout will be the best solution for the intersection or additional traffic lights. • Disappointed that the traffic lights at the new school are only street crossing traffic lights.
<p>Submission 09 is addressed under Section 4.2.7 ‘Sustainable Movement and Infrastructure’ of this report.</p>		
10	Bianca Haghiac	<p>The submission raised the following issues:</p> <ul style="list-style-type: none"> • No local link bus and the “Green Bus” is unreliable. • The train is unaffordable. • Need a cycle road or pedestrian walk to Junction 14 and Kildare Town.
<p>Submission 10 is addressed under Section 4.2.7 ‘Sustainable Movement and Infrastructure’ of this report.</p>		

Appendix D – Submission Summaries

11	Derek Whyte on behalf of Maureen Dowling	<p>The submission proposes that the site outlined in red be zoned residential.</p>  <p>SITE BE BE ZONED RESIDENTIAL OUTLINED RED AREA: 2.6 ACRES (1.05 ha) OS MAP No: 3715-15</p>
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Submission 11 is addressed under Section 4.2.10 'Zoning of Land' of this report.


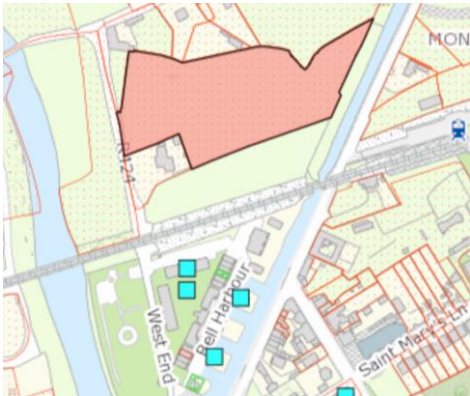
12	Derek Whyte on behalf of Miley Connors	<p>The submission proposes that the site outlined in red be zoned for a mixed-use of residential housing and tourism accommodation.</p>  <p>SITE BE BE ZONED RESIDENTIAL AND TOURISE OUTLINED RED AREA: 14.79 ACRES (5.98 ha) OS MAP No: 3715-A,B,C,D</p>
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Submission 12 is addressed under Section 4.2.10 'Zoning of Land' of this report.

Appendix D – Submission Summaries

13	Irish Residential Boat Owners Association (IRBOA)	<p>The submission proposes installing:</p> <ul style="list-style-type: none"> • Several freshwater taps at Belle Harbour and along the canal, also accessible to campervans. • A pump out facility by the canal for black water; and • A disposal unit for chemical toilets, also accessible to campervans. <p>It is also submitted that more space is needed for allotments.</p>
<p>Submission 13 is addressed under the following sections of this report:</p> <ul style="list-style-type: none"> • Section 4.2.5 Social Infrastructure • Section 4.2.6 Housing & Community 		
14	Sam Wynn	<p>The submission proposes the provision of:</p> <ul style="list-style-type: none"> • Freshwater taps within reach of boats on the canal; and • A pump out facility by the canal for black water.
<p>Submission 14 is addressed under Section 4.2.6 ‘Housing & Community’ of this report.</p>		
15	Alessandra Cesari	<p>The submission proposes installing:</p> <ul style="list-style-type: none"> • Several freshwater taps at Belle Harbour and along the canal, also accessible to campervans; • A pump out facility by the canal for black water; and • A disposal unit for chemical toilets, also accessible to campervans. <p>It is also submitted that more space is needed for allotments.</p>
<p>Submission 15 is addressed under the following sections of this report:</p> <ul style="list-style-type: none"> • Section 4.2.5 Social Infrastructure • Section 4.2.6 Housing & Community 		

16	Department of Education	<p>The Department notes the current Kildare CDP 2023-2029 designates Monasterevin as a ‘Self-Sustaining Growth Town’ and provides a population increase of 654 persons for Monasterevin by 2028.</p> <p>It is worth noting that where the projected population increases materialise, a requirement for additional education provision at both primary and post-primary level may emerge over the lifetime of the plan. The Department will consider the impact of any further projected population increase beyond 2028.</p> <p>The Department requests that the LAP considers the cumulative impacts of regeneration and redevelopment on existing community facilities. Population growth within the existing “built-up” footprint of the town has the potential to upset the balance of use relative to education provision in the area.</p> <p>The Department requests that the Draft Plan be explicit in its continued support for the provision of adequate and suitable school accommodation, including the development of new schools and the expansion or alteration of existing ones.</p>
<p>Submission 16 is addressed under Section 4.2.5 ‘Social Infrastructure’ of this report.</p>		
17	Meath County Council	<p>Meath County Council has no comments in relation to the Monasterevin Local Area Plan 2025–2031 (Pre-Draft Stage).</p>
<p>Kildare County Council notes submission 17 from Meath County Council.</p>		

18	Sarah Jane Holohan	<p>The submission suggests consideration of the land outlined in blue for housing and tourism.</p> 
<p>Submission 18 is addressed under Section 4.2.10 ‘Zoning of Land’ of this report.</p>		
19	Richard Berry	<p>The submission proposes installing speed-reducing ramps in the middle section of Rathangan Road.</p>
<p>Submission 19 is addressed under Section 4.2.7 ‘Sustainable Movement and Infrastructure’ of this report.</p>		
20	Aidan Mahon	<p>The submission suggests that the site highlighted below has the potential to provide “Serviced Sites” and may alleviate the demand for “one off” housing.</p> <p>This site is within close proximity to the Town Centre/Train Station and all of the facilities associated with Monasterevin town. The site has the potential to sustainably infill an area within the town which would also lend balance to the location of available housing stock.</p> 

Submission 20 is addressed under Section 4.2.10 'Zoning of Land' of this report.		
21	Cliona Connolly	<p>The submission suggests putting in motion a biodiversity project that provides interpretive information and proposes the Cassidy's site as a location for such a project.</p> <p>Submission states that if combined with a discovery centre/garden centre enterprise it would not only attract tourism and business, but also promote the commercial interest in town.</p>
Submission 21 is addressed under Section 4.2.4 'Economic Development' of this report.		
22	The Heritage Council	<p>The Heritage Council submission focuses on built and natural heritage and includes the following key points:</p> <p><u>National and Local Policy Context</u></p> <ul style="list-style-type: none"> • The National Planning Framework (Project Ireland 2040) identifies "Enhanced Amenities and Heritage" as a key strategic outcome, recognizing the intrinsic value of built, cultural, and natural heritage in shaping urban and rural character. National policy objectives 16, 17, and 52 support this goal. These need to be reflected in LAPs. • Mandatory objectives under the themes of 'heritage and landscape' have been identified throughout the 'Development Plans – Guidelines for Local Planning Authorities'. • The submission highlights Outcome 2A and 3C of the National Biodiversity Action Plan (2023-2030), along with their associated targets and actions, as key considerations for all plans. • Heritage Ireland 2030 details several action points that should be included in local area plans. Most importantly Action 22, 26 and 37. • The Guidelines for Planning Authorities on Architectural Heritage Protection (2004) provide detailed guidance with regards to Protected Structures and Architectural Conservation Areas. • The Office of the Planning Regulator provides guidance on Archaeology in the Planning Process through Planning Leaflet 13.

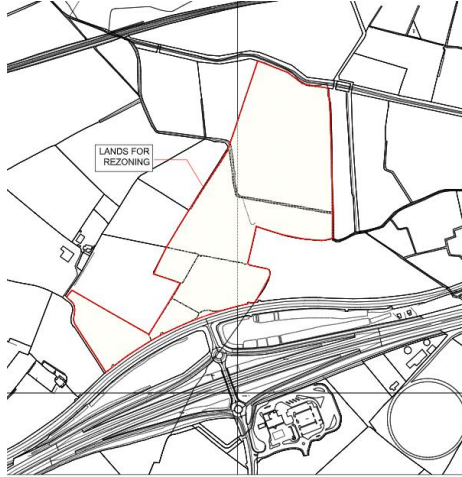
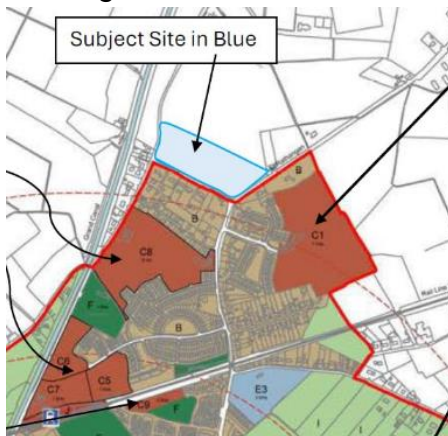
		<ul style="list-style-type: none"> • The submission highlights objective RPO 7.21 and RPO 9.30 of the Eastern & Midland Regional Assembly's Regional Spatial & Economic Strategy (2019-2031). • Chapter 11 'Built and Cultural Heritage' and Chapter 12 'Biodiversity and Green Infrastructure' of the Kildare County Development Plan (2023-2029) are highlighted, along with Policy AH P1, Objective AH O2, Policy BI P1 and Policy BI P5. <p><u>Overall Vision</u></p> <ul style="list-style-type: none"> • The vision should capture the importance of balancing future development with the protection of the town's natural and built heritage. We recommend that there be a heritage emphasis in the new plan. • Ensure infill development which mirrors the linear townscape of parts of Drogheda Street and Dublin Street. A consolidated urban form should be pursued. • Repurposing of vacant/ derelict buildings, particularly for residential uses, is needed. • Need to identify opportunity sites/ brownfield sites to maximise brownfield potential. • The importance of the integration of land use (patterns of development) and transport (mobility) is highlighted. • It is recommended that the River Barrow and Grand Canal be strongly protected and be fully appreciated in the vision for Monasterevin. <p><u>Built Heritage and Town Centre</u></p> <ul style="list-style-type: none"> • Sites should be pursued based on a sequential town centre first approach. • Within regeneration/consolidation sites, it is key to identify natural and built heritage constraints/assets. • The Heritage Council noted and commended the designated Architectural Conservation Area. • It is strongly recommended that the LAP maximise opportunities for further public realm improvements/ pedestrian infrastructure in the town. • Recommend public realm and landscaping proposals concentrating on hard landscaping (paving, stonework) as well as soft landscaping. • Heritage trails/walks for everyday amenity should be retained as public rights of way.
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		<ul style="list-style-type: none"> • The historic Irish terraced townscape should be promoted in new housing design. • The CDP development management standards should not be automatically assumed for inner town sites. • The refurbishment of existing historic buildings (designated and non-designated) should be a significant part of the LAP. • Consult the Sustainable Residential Development and Compact Settlements guidelines. • The retention and maintenance of the aqueduct is recommended. • It is recommended to identify a new use for the Cassidy's Distillery that can guarantee the buildings' integrity in perpetuity. <p><u>Sustainable Movement and Infrastructure</u></p> <ul style="list-style-type: none"> • Ensure non-car-based alternatives are viable. Need for safety during journeys and secure storage at both ends of journeys for cyclists. • Need cycle parking standards for all uses and active route planning for cycle lanes. <p><u>Climate Change and the Environment</u></p> <ul style="list-style-type: none"> • Ensure the LAP aligns with the Kildare County Council Climate Action Plan 2024. • Ensure greenfield developments make efficient use of land that are conducive to public transport roll out and cycling and walking. • Ensure a sequential approach to development of brownfield sites. • Active reuse of existing building stock. • Avoid development in flood plains. • Flood defence measures should be considered at the entire catchment level in the first instance. • Manage flood risk via nature-based solutions. • Flood plains and riparian zones should be the "low hanging fruit" for ecological restoration measures. • In urban areas where development has occurred, flood relief schemes may be needed, in the first instance, a whole river basin catchment approach to managing flooding should be pursued. <p><u>Biodiversity:</u></p> <ul style="list-style-type: none"> • Biodiversity officers should identify the relevant NBAP 2023-2030 actions/targets for LAP's.
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	<ul style="list-style-type: none"> • Incorporate LAs biodiversity action plan into LAPs if timelines align. • The Monasterevin LAP should ensure compliance with the Development Plans Guidelines mandatory heritage and landscape objectives in Chapter 9. • Features such as hedgerows, river corridors, ponds and small stands of trees etc. should be protected. • Should have stringent design standards for developments to retain natural features. • Some older buildings, in advance of refurbishment are likely to need bat surveying. • KCC should familiarise itself with the qualifying interests and the site synopsis for the River Barrow SAC. • The “Planning for Watercourses in the Urban Environment” should be referenced. • Biodiversity policymaking is a requirement of National Policy Objective 58 of the NPF. • KCC is reminded of the requirements of National Policy Objective 58 and 60 of the NPF. • It is recommended that public rights of way are maintained or expanded where necessary. • Active TPO work in the form of a fresh ‘walk about town’ assessment of trees to identify further TPOs is encouraged. • Recommend that “Amenity Trees and Woodlands – A guide to their Management in Ireland” be identified as a source in the LAP. • Consider the inclusion of a green network strategy, or similar. <p><u>Strategic Environmental Assessment/Appropriate Assessment:</u></p> <ul style="list-style-type: none"> • A SEA and AA will be required for the LAP. • Ensure all future policies drafted are individually assessed against the SEA. <p>Recommend consulting the OPR SEA guidance.</p>
<p>Submission 22 is addressed under the following sections of this report:</p> <ul style="list-style-type: none"> • Section 4.2.1 Overall Vision • Section 4.2.2 Amenity • Section 4.2.3 Built Heritage and Town Centre • Section 4.2.6 Housing & Community • Section 4.2.7 Sustainable Movement and Infrastructure • Section 4.2.8 Climate Action, Biodiversity and Geology 	

23	Uisce Éireann	<p><u>National Water Resources Plan (NWRP)</u> A Regional Water Resources Plan (RWRP) has been adopted for the East and Midlands Region. This plan allows consideration of local options that could resolve needs within individual supplies and regional options that could address needs across multiple supplies.</p> <p><u>Drinking Water Source Protection</u> UÉ has adopted the World Health Organisation (WHO) Water Safety Plan approach while also addressing and adapting to climate change. UÉ is committed to the protection of drinking water sources.</p> <p><u>Climate Change</u> UÉ is committed to working with local authorities to ensure the overarching goals of mitigating, and adapting to, climate change in relation to water and wastewater are achieved. Furthermore, UÉ is committed to working towards the common goal of protecting drinking water sources.</p> <p><u>River Basin Management Plans (RBMP)</u> UÉ supports the River Basin Management Plan (RBMP) Implementation Strategy. In addition, UÉ supports the Local Authority Waters Programme (LAWPRO) desktop studies and local catchment assessment work through ongoing data sharing.</p> <p><u>Sustainable Drainage and Green-Blue Infrastructure</u> UÉ encourages the inclusion of policies and objectives on the use of Sustainable Urban Drainage Systems and Green-Blue Infrastructure in new developments including the public realm and retrofitted in existing developed areas, in line with NPO 57 of the National Planning Framework. UÉ would be happy to discuss potential opportunities to collaborate on projects that would remove stormwater from combined sewers.</p> <p>UÉ welcomes the proposal in the County Development Plan to promote SUDs and in particular promotion of Nature based SUDs (NbSUDs). The introduction of further objectives in the Plan to promote NbSUDs in areas contributing to combined drainage systems where streetscape enhancement programmes or resurfacing programmes are planned is recommended.</p> <p><u>Water Supply</u></p>
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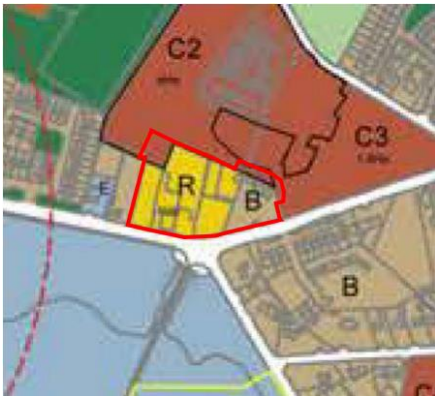
		<p>Monasterevin’s water supply is from the Greater Dublin Area Water Resource Zone. There is generally capacity available to meet the population targets given in the Core Strategy Table. Monasterevin’s water supply is primarily from Hillwood Reservoir to the south of the town with the area north of the railway line being served from the Rathangan supply through the Ballykelly WTP.</p> <p><u>Wastewater Treatment Capacity</u></p> <p>The Monasterevin WWTP has a design capacity for 9,000 PE and as of June 2023 there was a headroom of 3,625. There are no major constraints to the sewer network.</p> <p><u>Land Development Issues</u></p> <p>UÉ is available to assist in the process of identifying suitable zoned lands from a water services perspective. Sequential development in areas with existing water services infrastructure and spare capacity is encouraged.</p> <p>UÉ engaged with the Department of Housing, Local Government and Heritage (DHLGH) to provide a desktop-based assessment of the GIS mapping information relating to the proximity of zoned lands to water and wastewater networks. UÉ urge planning authorities to refer to this mapping, in tandem with the notes issued by the DHLGH. However, it is noted that the accuracy of the GIS network has not been verified in some instances.</p> <p>Details are provided for how new developments can connect to UÉ’s network and how to engage UÉ when projects may impact their network.</p>
<p>Submission 23 is addressed under Section 4.2.7 ‘Sustainable Movement and Infrastructure’ of this report.</p>		
24	Furey Consulting Engineers on behalf of Green Mayfield Properties Ltd.	<p>Green Mayfield Properties Ltd wishes to zone their lands (16 hectares) outlined in red for industrial use associated with renewal energy. The submission states that this type of enterprise could create up to 400 jobs. Road access is in place to the power grid, train station, and the motorway. It is stated that the site was previously assessed as being suitable for an onsite wastewater management system and the environmental reports indicated no significant impact on the receiving environment.</p>

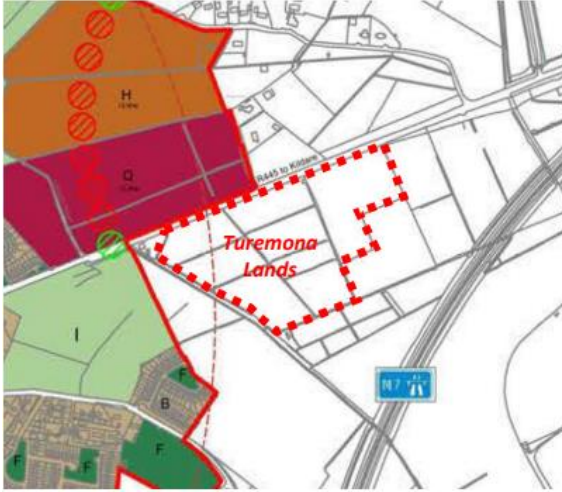

		 <p>A map showing a large area outlined in yellow, labeled 'LANDS FOR REZONING'. The area is situated near a railway line and some existing buildings.</p>
<p>Submission 24 is addressed under Section 4.2.10 'Zoning of Land' of this report.</p>		
25	<p>Armstrong Fenton Associates on behalf of Masonbrook Holdings Ltd.</p>	<p>The submission puts forward the lands (c. 4Ha) outlined in blue to be zoned "C – New Residential". Masonbrook Holdings Ltd. is the owner of the subject site.</p>  <p>A map showing a large area outlined in blue, labeled 'Subject Site in Blue'. The area is situated near a railway line and some existing buildings. The map also shows other areas outlined in red and green.</p> <p>It is stated that of the ten sites zoned "C – New Residential" in the Monasterevin LAP 2016-2022, only three sites, totalling 2.9Ha, are available for development.</p> <p>The submission highlights the CDP Core Strategy housing target of 238 units from 2023 to Q4 of 2028 and the need for an additional 8Ha of zoned land. Should the three sites be developed, c.5Ha of additional land will need to be zoned.</p> <p>The subject site is a flat, greenfield site currently used for agricultural. It is positioned contiguous to existing developed lands and is considered readily serviceable.</p> <p>It is submitted that zoning the subject site for residential use would be a logical and rational approach to future</p>

		planning in Monasterevin, given its proximity to existing residentially zoned lands, existing physical infrastructure, the train station, and the town centre, as well as its compliance with the Core Strategy of the CDP.
Submission 25 is addressed under Section 4.2.10 'Zoning of Land' of this report.		
26	Murphy Design & Build Solutions Ltd. on behalf of Niall Folan	<p>This submission seeks an amendment of the MLAP boundary to include the subject site (outline in red) and to zone the land for tourism use.</p>  <p>The subject site (3.63 Hectares) is greenfield in nature consisting of agricultural land enclosed by mature hedgerow, fencing, and evergreen trees.</p> <p>The subject site does not require a site-specific flood risk assessment, and the Natural Heritage map indicates no features associated with the site.</p> <p>The landowner is willing to discuss the road network upgrades along their boundary with the Local Authority and is open to providing land to allow for a safer road junction with the R445 and the local road currently used as an unofficial ring road around Monasterevin.</p> <p>It is stated that the essential infrastructure for tourism is already in place, including roads, power supply, a train station, and the M7 Motorway.</p> <p>The site is suitable for an onsite wastewater treatment system, which would not significantly impact the receiving environment.</p>
Submission 26 is addressed under Section 4.2.10 'Zoning of Land' of this report.		

27	Brid Reardon	<ul style="list-style-type: none"> • Lack of rental properties and affordable homes. • The retail offering is limited. • Nearby towns offer choices in supermarkets, banking, and retail. • The secondary school and boy's school (due to move soon) sites could be connected and used for mixed-use residential to serve an ageing population. This could be funded by the Town centre's first programme. • Set up a Town Team to get council, local groups and businesses working together to plan a way forward. • Lack of employment, industry and enterprise in town. • An enterprise task force to be set up – Areas zoned as industrial on the LAP to be developed. • No active town centre and lots of derelict properties. • The buildings on Dublin Road need to be brought into public use. It is suggested that they could be used as an artisan or craft centre, they could be revitalised as a distillery and brewery industry or could be used for training and enterprise schemes. • The Canal Harbour (St Francis) building needs to be CPO'd by the council, it could provide a space for activity related to the Blueway such as Bike hire/ a possible social enterprise doing bike repair/ recycling of bikes, café and tourist accommodation. A map of this proposal is provided in the submission. • The Hulk Building needs to be developed with conservation and heritage considerations. • Exercise equipment for Riverside Park. • Green areas in new housing estates to have outdoor play or hang out areas for older children & teens, and especially spaces for girls. • A skate park at Barret Park when the soccer club moves. • The extension of the Monasterevin AFC (Togher Park) pitch to the green space behind. • The submission questions whether the council could continue to provide funding and support to complete the final stages of the refurbishment of the Monasterevin Community Centre. • Heritage railing of St. Mary's Lane Garden and Green Space to be restored and biodiversity plan to be implemented.
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		<ul style="list-style-type: none"> • Sports Centre – Swimming Pool • Questions if the land zoned E2 in the current Monasterevin LAP could be used for a health centre or mixed-use development. • Suggest that the library move to the Bank of Ireland Building. • Lack of footpaths under the railway bridge at Canal Harbour which is also prone to flooding. Suggest replicating the set-up at the Rathangan road rail bridge. • The St Marys Lane road/footpath needs to be upgraded. Also, there are ongoing issues with parking at the top of the lane at mass times. • No footpaths along the streamside of the R414 road from Cassidy's Court to Supervalu. • The Distillery Court pedestrian bridge comes straight onto the road, a pedestrian crossing is required. • Unsafe for pedestrians at Nags Head. • No footpaths from Ferns Bridge to Ballyalley Cross. • Need a footpath from Ballyalley Cross to Old Grange and from there to Canal Harbour. • Need pedestrian routes required to link the new housing estates to the main streets of the town and the train station. • Drogheda Street one-way for cars. • Providing a cycle path from the blueway along Drogheda street, Dublin Road, and on to Moore Abbey woods – also linking to St Pauls's new school. • Walking & cycling links from the canal Blueway to the rest of the town. • Provide cycle lanes from Rathangan road (Ferns Bridge/Evans pk, Old Grange) to St Pauls School. • Integrating play areas into street designs. This could be implemented on Togher Road or Main Street. An example of Myrtle Sq Dun Laoghaire was provided. • The unreliability of the Green Bus service. • Providing TFI Local Link busses from nearby towns and villages especially to connect with rail services. • Including Monasterevin in the short hop fares for cheaper fares. • Lack of services to accommodate the anticipated tourist numbers of the Blueway walking trial.
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		<ul style="list-style-type: none"> Canal inspired paved walkways are proposed, including contrasting paving to denote the historical route of the canal spur, DMURS walkways, lighting, incorporating a water feature, pedestrian links to Whelan Street, Westend & Drogheda Street, and transparent interpretative signage. Developing a kayak/canoe trail to provide a loop along the river & canal. Map of the proposed trail provided in the submission.
<p>Submission 27 is addressed under the following sections of this report:</p> <ul style="list-style-type: none"> Section 4.2.2 Amenity Section 4.2.3 Built Heritage and Town Centre Section 4.2.4 Economic Development Section 4.2.5 Social Infrastructure Section 4.2.6 Housing & Community Section 4.2.7 Sustainable Movement and Infrastructure Section 4.2.8 Climate Action, Biodiversity and Geology 		
28	BMA Planning on behalf of Fitzpatricks of Monasterevin	<p>This pre-draft submission, made on behalf of Fitzpatricks of Monasterevin, concerns their lands outlined in red below.</p>  <p>The lands comprise Fitzpatrick's service station, agricultural machinery premises, car sales premises, and a dwelling at Kildare Road.</p> <p>The submission requests that the Draft Monasterevin Local Area Plan 2025-2031 consolidates the zoning of the Kildare Road site to "R: Commercial, Retail & Tourism" to support Fitzpatricks' continued and expanded operations.</p>
<p>Submission 28 is addressed under Section 4.2.10 'Zoning of Land' of this report.</p>		

<p>29</p>	<p>BMA Planning on behalf of Fitzpatrick's of Monasterevin</p>	<p>Fitzpatrick's the owner of the Turemona site (4ha), outlined below, requests the zoning of the lands from "I: Agriculture" to "Q: Enterprise & Employment" in the forthcoming MLAP 2025-2031.</p>  <p>Fitzpatrick's currently trade from the Texaco service station, agricultural machinery and car sales premises on Kildare Road. Fitzpatrick's are currently looking for alternative accommodation and it is possible that the current businesses, or at least an element of them, will have to relocate within the next 5 – 10 years.</p> <p>It is submitted that the relocation of the businesses could potentially improve the safety and efficiency of the New Lodge Crossroads.</p>
<p>Submission 29 is addressed under Section 4.2.10 'Zoning of Land' of this report.</p>		
<p>30</p>	<p>BMA Planning on behalf of Lidon Limited</p>	<p>Lidon Limited requests that the lands (outlined in red) at Junction 14 Mayfield be zoned "MSA – Motorway Service Area" or a similar mixed-use zoning.</p> 

		<p>It is also requested that the following objective be inserted into the Monasterevin Local Area Plan (MLAP) 2025-2031:</p> <p><i>“The Council will continue to support the development of motorway services and related development at Junction 14 Mayfield in accordance with national guidance on the provision of motorway service areas”.</i></p> <p>In the context of the Spatial Planning and National Roads Guidelines 2012, Junction 14 Mayfield is identified as an off-line MSA at a national road junction with an important role to play in the function and operation of the motorway network.</p> <p>Junction 14 Mayfield is identified as a “Type 1 Service Area” within the National Roads Authority Service Area Policy 2014.</p> <p>TII Service Area Policy 2023 (Draft for Public Consultation) confirms the importance of MSAs as a requirement of EU Regulations.</p> <p>The Kildare County Development Plan 2023 – 2029 also supports MSAs where they are required to meet the needs of national road network users.</p> <p>It envisaged that additional and upgraded facilities will be required at Junction 14 Mayfield to meet customer needs in the short to medium term.</p>
Submission 30 is addressed under Section 4.2.10 ‘Zoning of Land’ of this report.		
31	Pat Balfe in conjunction with Cllr Chris Pender	<p><u>Economic Development</u></p> <ul style="list-style-type: none"> • Prioritise creating jobs in biotechnology, digital enterprise, tourism, and the food and beverage sectors. • Investment in rural broadband and technological centres. • Support local businesses through grants, low-interest loans, and business development programmes. • Encourage the establishment of cooperatives and social enterprises that reinvest profits into the community. • Local enterprise offices should provide mentoring and support to budding entrepreneurs.


		<ul style="list-style-type: none"> • Advocate for flexible zoning to accommodate a mix of residential, commercial, and industrial uses. • Propose the imposition of special development levies in key areas to fund infrastructure investment. <p><u>Tourism</u></p> <ul style="list-style-type: none"> • Develop the town as a Blueway arrival destination and create linkages with Umeras Peatlands Park. • Include facilities for boating, fishing, and other water-based activities, with paths and cycleways connecting key sites. <p><u>Infrastructure for Tourism</u></p> <ul style="list-style-type: none"> • Invest in infrastructure to support tourism, including visitor centres, signage, and transport links. • Enhancing amenities such as cafes, restaurants, and accommodation options. • Develop a coordinated marketing strategy for Monasterevin. <p><u>Community Involvement</u></p> <ul style="list-style-type: none"> • Engage local communities in tourism initiatives including training programmes for local guides, support for local artisans and producers, and community-led tourism projects. <p><u>Heritage Trails and Tours</u></p> <ul style="list-style-type: none"> • Develop heritage trails and guided tours supported with interpretive signage and digital resources that highlight Monasterevin's rich history and cultural assets. <p><u>Heritage and Cultural Attractions</u></p> <ul style="list-style-type: none"> • Repurpose historical structures like Cassidy's Distillery. • These sites can host cultural events, exhibitions, and educational tours. Collaboration with local historians and cultural organisations is suggested. <p><u>Tackling Vacant and Derelict Sites</u></p> <ul style="list-style-type: none"> • Implement stricter policies to address vacant and derelict properties. • Utilise vacant properties for pop-up shops, community events, and art installations. • End rates rebate for long-term vacant properties and encourage their use by community groups.
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		<ul style="list-style-type: none"> • Suggest incentives for property owners to renovate and lease vacant spaces. <p><u>Expansion of the Town and Village Renewal Scheme</u></p> <ul style="list-style-type: none"> • Expand the Town and Village Renewal Scheme to include urban areas. • Projects could include public realm improvements, such as pedestrianisation, street furniture, and green spaces. <p><u>Shop-Front Improvement Grants</u></p> <ul style="list-style-type: none"> • Grants to local businesses for shop-front improvements. • Encourage uniform design standards for shop fronts. <p><u>Mixed-Use Development</u></p> <ul style="list-style-type: none"> • Promote the development of mixed-use buildings in the town centre. <p><u>Protecting Historic Buildings</u></p> <ul style="list-style-type: none"> • Ensure development proposals respect and enhance the town's historic character. • Provide grants and incentives for the restoration and adaptive reuse of historic buildings. <p><u>Streetscape Enhancements</u></p> <ul style="list-style-type: none"> • Upgrade the visual appeal of town centre streetscapes. • Advocate for the relocation of overhead cables underground and the introduction of softer landscaping elements. <p><u>Public Spaces and Civic Engagement</u></p> <ul style="list-style-type: none"> • Transform Market Square into an urban green oasis. • Reinforce the Town Hall's role as a key civic centre, creating a seamless connection between Main Street and Georges Street. <p><u>Creative Urban Design</u></p> <ul style="list-style-type: none"> • Accentuate the Water Tower on Cutlery Road as a distinctive landmark. • Develop public art installations and cultural events. <p><u>Essential Community Infrastructure</u></p> <ul style="list-style-type: none"> • Youth centres should provide safe spaces for teenagers. <p><u>Community Centres and Shared Spaces</u></p>
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		<ul style="list-style-type: none"> • Develop accessible community centres and shared spaces, to serve as hubs for social interaction and community activities. <p><u>Sports and Recreation Facilities</u></p> <ul style="list-style-type: none"> • Invest in the development of sports facilities, such as MUGAs, swimming pools, and fitness centres. • Ensure facilities are distributed equitably across the town. <p><u>Cultural Programming and Events</u></p> <ul style="list-style-type: none"> • Develop partnerships with local cultural organisations, artists, and historians to create a diverse cultural calendar. <p><u>Development of Parks and Green Spaces</u></p> <ul style="list-style-type: none"> • Increase the number of parks, playgrounds, and green spaces. • Design these spaces to be inclusive and accessible. <p><u>Community Gardens and Allotments</u></p> <ul style="list-style-type: none"> • Develop community gardens and allotments. • Support urban agriculture initiatives. <p><u>Community and Cultural Facilities</u></p> <ul style="list-style-type: none"> • Develop facilities, such as libraries, performance spaces, and community centres. • Facilities should be easily accessible and cater for diverse needs. <p><u>Cycling and Walking Infrastructure</u></p> <ul style="list-style-type: none"> • Develop safe, high-quality pathways. • Adopt a cycling plan, including segregated cycle lanes, improved infrastructure, and greenways. • Suggests widening footpaths, installing pedestrian crossings, and creating car-free zones in the town centre. <p><u>Enhanced Public Transport Services</u></p> <ul style="list-style-type: none"> • Advocate for more frequent and reliable bus and train services. • Extend the Dublin Commuter Zone to Monasterevin Train Station. • Explore the feasibility of introducing a local shuttle service to connect residential areas with key destinations.
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		<p><u>Integrated Transport Solutions</u></p> <ul style="list-style-type: none"> • Create seamless connections between different transport modes. <p><u>Bus Depot and Town/Orbital Bus Service</u></p> <ul style="list-style-type: none"> • Establish a dedicated bus depot to support a new town/orbital bus service. • Ensure the bus service covers key areas of the town. <p><u>Housing</u></p> <ul style="list-style-type: none"> • Develop affordable housing units. • Enhance accessibility and reduce segregation. • Emphasise the importance of centralised housing development. • Promote compact growth. • Advocates for flexible zoning including rezoning land currently designated for industrial purposes to residential and open space and amenity uses. <p><u>Green Corridors and Biodiversity</u></p> <ul style="list-style-type: none"> • Create and maintain green corridors and wildlife habitats. • Develop an integrated green and blue infrastructure network.
<p>Submission 31 is addressed under the following sections of this report:</p> <ul style="list-style-type: none"> • Section 4.2.2 Amenity • Section 4.2.3 Built Heritage and Town Centre • Section 4.2.4 Economic Development • Section 4.2.5 Social Infrastructure • Section 4.2.6 Housing & Community • Section 4.2.7 Sustainable Movement and Infrastructure • Section 4.2.8 Climate Action, Biodiversity and Geology 		
32	Department of Transport (DoT)	<p>The submission from the DoT's Sustainable Mobility Management and Implementation Division states the following:</p> <p><u>Sustainable Mobility</u></p> <ul style="list-style-type: none"> • Seek to ensure that the Plan fully reflects the goals principles, and objectives of the National Sustainable Mobility Policy (2022) and the Climate Action Plan (2023). • KCC should endeavour to take account of any amendments to these plans insofar as possible.

		<p><u>Demand Management</u></p> <ul style="list-style-type: none"> • CAP23 includes a commitment to develop a new National Demand Management Strategy. • It is intended that this Strategy will take a ‘people-centred’ approach to the transport system with the aim of improving the efficiency, equity, and well-being of public space, particularly the use of road and street spaces. <p><u>Air Quality</u></p> <ul style="list-style-type: none"> • Existing policy measures will go a long way towards reducing transport’s contribution to air pollution, but action may be needed at a national and local level to comply with the timeframes to implement the WHO targets, as envisaged within the Government’s new Clean Air Strategy for Ireland. <p><u>Public Transport</u></p> <ul style="list-style-type: none"> • DoT requests that the following policy developments be reflected in the proposed plan: <ul style="list-style-type: none"> ○ The specific actions assigned to local authorities in the “whole of Government” National Disability Inclusion Strategy (NDIS) 2017-2022. ○ The United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) ratified by Ireland in 2018. ○ The Design Manual for Urban Roads and Streets (DMURS) Interim Advice Note – Covid-19 Pandemic Response published in 2020. ○ To ensure a ‘whole journey approach’ and a universal design approach to the built environment’. ○ The Connecting Ireland Rural Mobility Plan (2022-2025). <p><u>LA Climate Action Plans</u></p> <p>The letter issued by the DoT’s Climate Engagement and Governance Division on Friday, 20 October 2023 in relation to the drafting of Local Authority Climate Action Plan should be considered.</p>
<p>Submission 32 is addressed under the following sections of this report:</p> <ul style="list-style-type: none"> • Section 4.2.7 Sustainable Movement and Infrastructure • Section 4.2.8 Climate Action, Biodiversity and Geology 		

<p>33</p>	<p>Murphy Design & Build Solutions Ltd on behalf of John Burke & Noel Kelly</p>	<p>This submission seeks to have the subject lands (outlined in red) zoned New Residential.</p>  <p>The subject site (2.94 Hectares) is greenfield in nature consisting of agricultural land enclosed by mature hedgerow, fencing, and evergreen trees.</p> <p>The subject site does not require a site-specific flood risk assessment, and the Natural Heritage map indicates no features associated with the site.</p> <p>Uisce Éireann confirmed immediate capacity for the development of the subject lands within the existing foul sewer network and the public watermain.</p> <p>Development of the subject lands will include an extension of the existing active travel corridors which will further integrate the surrounding catchment area including the Ros Glas GAA grounds.</p> <p>Firefighting services are sufficient to service immediate growth. The existing electricity network in the area was verified as being sufficient. High-speed broadband is available at the site to facilitate working from home.</p>
<p>Submission 33 is addressed under Section 4.2.10 ‘Zoning of Land’ of this report.</p>		

34	Karen Pickering	<ul style="list-style-type: none"> • The traffic lights at SuperValu crossroads need a filter light. • Speed bumps are needed between the SuperValu traffic lights and the top of Cowpasture where it meets Dublin Road. • Dangerous for cars and pedestrians outside Hopkins Haven. A traffic viewing mirror, a yellow box outside the estate, a safe pedestrian crossing point, and traffic calming are required. • Need traffic lights at the T-junction of Cowpasture and Dublin Road. • Severe traffic calming such as islands is needed on Dublin Road.
<p>Submission 34 is addressed under Section 4.2.7 ‘Sustainable Movement and Infrastructure’ of this report.</p>		
35	Department of the Environment, Climate and Communications	<p>Geological Survey Ireland (GSI) recommends using various data sets, when conducting the EIAR, SEA, planning and scoping processes and states that their data and maps should be attributed correctly to ‘Geological Survey Ireland’. Notes that in many cases the GSI data is a baseline or starting point for further site-specific assessments and should not be construed as GSI’s support for or objection to a proposed development or plan. A list of GSI’s publicly available datasets is attached to the submission.</p> <p><u>Climate Action</u></p> <p>Notes that the Climate Action and Low Carbon Development (Amendment) Act 2021 (Climate Act 2021) sets Ireland on a legally binding path to net-zero emissions no later than 2050, and to a 51% reduction in emissions by the end of this decade. Draws attention to Section 15(1) of the Act (as amended), which requires public bodies to perform their functions in a manner consistent with, the most recent approved climate action plan, the most recent approved national long term climate action strategy, the most recent approved national adaptation framework and approved sectoral adaptation plans, the furtherance of the national climate objective, and the objective of mitigation greenhouse gas emissions and adapting to the effects of climate change.</p>

	<p>Requests that Local Authority to consider the Long-term Strategy on Greenhouse Gas Emissions Reductions, the National Climate Objective, European Climate Law and the National Adaptation Framework (NAF) when finalising the LAP. Notes that the local authority should engage with the Climate Action Regional Offices (CAROs).</p> <p>It is recommended that the LAP should be consistent with the climate action policies and objectives of the KCDP 2023-2029 and should support the implementation of the national Climate Action Plan, the UN Agenda 2030 and the Sustainable Development Goals and the Kildare Council Climate Action Plan, through the preparation of effective objectives and actions for climate action in the LAP area.</p> <p><u>Renewable Energy</u></p> <p>Notes the target of delivering up to 80% of Ireland's electricity from renewable sources by 2030. The government's renewable energy generation targets under the CAP24 are Solar PV Capacity targets of up to 5GW by 2025 and 8GW by 2030 and Onshore wind capacity of 6GW by 2025 and 9GW by 2030. Highlights the CAP24 actions to accelerate renewable electricity generation and County Development Plan policy objectives.</p> <p>It is recommended to include an objective in the LAP to promote the development of appropriately scaled renewable energy installations (rooftop solar, geothermal energy and other types of installations appropriate to urban environments) and to support the development of additional supporting grid infrastructure. States that it's to continue to increase contribution to the national renewable electricity generation target and, where possible, aim for developments that are carbon or energy use neutral.</p> <p>States response no. 25 of the National Energy Security Framework (NESF) proposes to align all elements of the planning system to fully support accelerated renewable energy development and ensure that the local planning policy framework "fully supports the national objectives." Recommends including an objective to support local and community based renewable energy projects to address</p>
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		<p>Government policy and strategy for sustainable, secure and affordable energy.</p> <p>Highlight a CAP24 measure concerning the required acceleration of renewable electricity generation and the potential use of existing State infrastructure and encourages the Local Authority to not include policy which precludes the use of road infrastructure for other critical infrastructure without due regard for evolving policies and protocols.</p> <p><u>Retrofitting</u></p> <p>Notes the Government's ambitious to retrofit 500,000 homes to a Building Energy Rating of B2 (or cost optimal equivalent), and to install 400,000 heat pumps to replace existing heating systems by 2030 and the new National Retrofit Plan which sets out how this will be achieved. Refers to RSES policy which aligns with SDG target 11 – Sustainable Cities and Communities.</p> <p>Recommends that the Local Authority be mindful of the regional policy objective and County Development Plan when drafting the LAP and explore how it can effectively be implemented at local level, for example, by identifying retrofitting initiative priorities within the Monasterevin local area, supporting initiatives that seek retrofitting infrastructure to existing buildings and provide for policies to implement same.</p> <p><u>Public Buildings</u></p> <p>Requests the Local Authority to consider the Energy Efficiency Directive and the Energy Performance in Buildings Directive (EPBD) when finalising the LAP. States that the department, together with SEAI, are in the process of carrying out an analysis on the implications of the various requirements on local authorities.</p> <p><u>Heat</u></p> <p>Notes the National Heat Study provides a comprehensive assessment of the options available to decarbonise Ireland's energy used for heating and cooling homes, businesses, and industry. The CAP24 targets are 170,000 new dwellings using heat pumps by 2025, and 400,000 by 2030, and 45,000 existing dwellings using heat pumps by 2025, and 400,000 by 2030.</p>
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		<p>It is requested to consider the development of the electrification of heating during the preparation of the Local Area Plan, while having regard to the CAP24 and the KCDP 2023-2029.</p> <p>Notes Response No. 17 of the National Energy Security Framework, which seeks to reduce the reliance on fossil fuel heating systems. Recommends including development management objectives in the LAP to achieve the ambition of reducing reliance on fossil fuel heating systems.</p> <p><u>Compact Growth and District Heating</u></p> <p>Regard should be given to the ambition of the NPF, RSES and KCDP which requires compact growth and recognises the potential for such compact growth to facilitate the development of low carbon district heating.</p> <p>The Department encourages the Local Authority to examine the potential of district heating and commit to carrying out a feasibility exercise and the use of heat mapping in support of same in the draft policies. As such, policies in support of same are encouraged in the Local Area Plan. States the SEAI Centre of Excellence will be established to provide guidance and support in this regard.</p> <p><u>Circular Economy</u></p> <p>States that meeting climate action targets requires a transition to a circular economy. Notes the challenge in creating a policy framework that will radically shift focus back to the start of the product life cycle, to focus on prevention and designing out waste, and to effect behavioural change at all levels. Refers to relevant policy set out in the Waste Action Plan for a Circular Economy, and the Whole-of-Government Circular Economy Strategy. Further refers to the Circular Economy Act 2022 and notes that EPA developed a new Circular Economy Programme.</p> <p>Request the council to support the transition to a circular economy and to support and promote circular economy principles within the LAP and to implement policy for same.</p>
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		<p><u>Waste Management</u></p> <p>Notes the Local Area Plan should have regard to the guidance “Best practice guidelines for the preparation of resource and waste management plans for construction and demolition projects” and give effect to them through the objectives of the plan. Advises to consult with the Regional Waste Management Planning Office regarding the LAP, particularly in relation to any policies which may preclude the continued use of existing waste management infrastructure or development of new waste management infrastructure.</p> <p><u>Transport</u></p> <p>Requests consideration of the measures within CAP24 relating to sustainable mobility and reducing the demand for transport journeys by private vehicles (Avoid-Shift - Improve Framework) through more effective land use and transport planning integration and compact growth principles. Encourage adopting policy that supports the transport objectives set in the KCDP 2023-2029.</p> <p><u>Geoscience Policy</u></p> <p>Encourages the Local Authority to consider the Policy Statement on Mineral Exploration and Mining and the Policy Statement on Geothermal Energy for a Circular Economy where relevant for the LAP area.</p> <p><u>Geoscience Data</u></p> <p>The submission includes a list of Geological Survey Ireland's (GSI) Publicly Available Datasets Relevant to Planning, EIA and SEA processes which provides the datasets available for the following areas: Land and Soil, Water, Landscape, Air and Climate.</p> <p><u>Telecommunications</u></p> <p>Refers to the national digital strategy, Harnessing Digital – The Digital Ireland Framework, to drive and enable the digital transition. Refers to National Strategic Outcome (NSO) 6 of the NPF in relation to the delivery of quality, secure, and reliable connectivity to global telecommunications networks.</p> <p>Submits that the LAP should provide objectives in support of digital communication infrastructure, in particular direct support for 5G rollout and the National Broadband Plan. Submits that further measures to</p>
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		<p>consider include a commitment to identify suitable urban and suburban locations owned by the State for Masts/Small Cells to support smart town initiatives/programmes, a commitment to replicate smart programmes / initiatives in the LAP area and the Gigabit Infrastructure Act (GIA).</p> <p><u>Land Use, Land Use Change and Forestry</u></p> <p>The Local Authority is requested to consider the Actions of the Bioeconomy Action Plan 2023-2025 including Action 5.1, as relevant for the plan area.</p> <p><u>Geological Survey Ireland (attached submission)</u></p> <p>The Department attaches a submission by Geological Survey Ireland (GSI). Recommends using various data sets, available on their website (www.gsi.ie), when conducting the EIAR, SEA, planning and scoping processes. Note that this data/maps should be attributed correctly to 'Geological Survey Ireland'. A list of publicly available datasets is attached to the submission which could be useful to the environmental assessment and planning process.</p> <p><u>Geoheritage</u></p> <p>Notes a national inventory of geoheritage sites known as County Geological Sites (CGSs) is managed by the Geoheritage Programme of Geological Survey Ireland. CGSs, as adopted under the National Heritage Plan, include sites of national importance. States that CGSs are routinely included in County Development Plans and in the GIS of planning departments, to ensure the recognition and appropriate protection.</p> <p>Notes that records show no CGSs in the vicinity of the Plan area.</p> <p><u>Dimension Stone/Stone Built Ireland</u></p> <p>Notes that the Stone Built Ireland project aims to document building and decorative stone in Ireland to inform government agencies, building owners and conservationists of the sources for suitable replacement stone in restoration work and to develop a greater awareness among the general public. Notes that a preliminary data-base is available at: www.stonebuiltireland.com with the complete online database due to be released shortly.</p>
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		<p><u>Geotourism</u></p> <p>Submission notes the importance of geotourism projects in promoting Irish tourism. Encourages Kildare County Council to continue this trend of geotourism, and to make use the geological audit information.</p> <p><u>Groundwater</u></p> <p>Recommends using the groundwater maps on their viewer platform.</p> <p>Submits that the Groundwater Data Viewer indicates three aquifers classed as 'Regionally Important Aquifer - Karstified (diffuse)', a 'Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones' and a 'Locally important gravel aquifer' underlie the LAP. Further notes that the Groundwater Vulnerability map indicates the range of groundwater vulnerabilities within the area covered is variable. Therefore, recommends the use of the Groundwater Viewer to identify areas of High to Extreme Vulnerability and 'Rock at or near surface' in preparing the Plan, as any groundwater-surface water interactions that might occur would be greatest in these areas.</p> <p>Records show groundwater drinking water abstractions (Monasterevin Public Water Supply (PWS)) with zones of contribution/source protection areas close to the LAP. Preventing ingress of runoff to the aquifer is key. Design of drainage will need to be cognisant of the public water schemes and the interactions between surface water and groundwater as well as run-off. Appropriate design should be undertaken by qualified and competent persons to include mitigation measures as necessary, such as SUDs or other drainage mitigation measures.</p> <p>For potential projects, any excavation and /or cuttings required should ensure that groundwater flow within the zones of contribution to the groundwater abstraction points is not disrupted. Note that there could be other groundwater abstractions in the locality for which Geological Survey Ireland has not undertaken studies, and a robust assessment should be undertaken by qualified and competent persons including a survey of all current wells and water abstractions within the vicinity.</p>
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		<p>Given the nearby drinking water sources (Public Water Scheme), the effects of any potential contamination as a result of any proposed infrastructure projects would need to be assessed.</p> <p>States that GWClimate is a groundwater monitoring and modelling project that aims to investigate the impact of climate change on groundwater in Ireland and may be useful in relation to Flood Risk Assessment (FRA) and management plans. Notes that GSI has completed Groundwater Protection Schemes (GWPSs) in partnership with local authorities, and there is now national coverage of GWPS mapping. Further notes that a Groundwater Protection Scheme provides guidelines for the planning and licensing authorities in carrying out their functions, and a framework to assist in decision-making on the location, nature and control of developments and activities in order to protect groundwater. Notes that the Groundwater Protection Response overview and link to the main reports is here: https://www.gsi.ie/en-ie/programmes-and-projects/groundwater/projects/protecting-drinking-water/what-is-drinking-water-protection/county-groundwater-protection-schemes/Pages/default.aspx</p> <p><u>Geological Mapping</u></p> <p>Notes GSI's online datasets of bedrock and subsoils geological mapping and encourages the use of this data. States that they have recently launched QGIS compatible bedrock (100K) and Quaternary geology map data.</p> <p><u>Geotechnical Database Resources</u></p> <p>Notes GSI continues to populate and develop the national geotechnical database and viewer with site investigation data. Encourages the use of this database for baseline geological assessment of proposed development.</p> <p><u>Geohazards</u></p> <p>Recommends that geohazards be taken into consideration, especially when developing areas where risks are prevalent, and encourages the use of GSI data when doing so. States that GSI has information available on landslides in Ireland via the National Landslide Database and Landslide Susceptibility Map. Submits</p>
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		<p>that the data of a national project on Groundwater Flooding may be useful for Flood Risk Assessment (FRA) and management plans.</p> <p><u>Geothermal Energy</u> Notes the potential of geothermal energy and submits that Ireland has widespread shallow geothermal resources for small and medium-scale heating applications, which can be explored online through GSI Geothermal Suitability maps for both domestic and commercial use.</p> <p><u>Natural Resources (Minerals/Aggregates)</u> GSI states that the sustainable development of natural resources should be an integral part of all development plans from a national to local level. Highlights the consideration of mineral resources and potential resources as a material asset which should be explicitly recognised within the environmental assessment process.</p> <p>States that GSI provides data, maps, interpretations and advice on matters related to minerals, their use and their development in the Minerals Section of their website. Notes that Active Quarries, Mineral Localities and the Aggregate Potential maps are available on their Map Viewer. Recommends use of the Aggregate Potential Mapping viewer to identify areas of High to Very High source aggregate potential within the area and also to identify and ensure that natural resources used in any proposed developments are sustainably sourced from properly recognised and licensed facilities, and that consideration of future resource sterilisation is considered.</p> <p><u>Geochemistry of Soils, Surface Waters and Sediments</u> States that GSI provides baseline geochemistry data as part of the Tellus programme which can be used to assess the chemical status of soil and water at a regional scale and to support the assessment of existing or potential impacts of human activity on environmental chemical quality. Submits that Tellus is a national-scale mapping programme that provides multi-element data for shallow soil, stream sediment and stream water. Notes that this data is available at https://www.gsi.ie/en-ie/data-and-maps/Pages/Geochemistry.aspx.</p>
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Submission 35 is addressed under the following sections of this report:

- Section 4.2.7 Sustainable Movement and Infrastructure
- Section 4.2.8 Climate Action, Biodiversity and Geology

36	Robin Connolly	<p>It is hoped that the following will be achieved in 5 years:</p> <ul style="list-style-type: none"> • Various heritage projects in progress or completed. In particular, the Cassidy's complex and Mash House by bringing together private enterprise and KCC support. • Canal facilities developed to provide services for berthing. • Sports Hub facility up and running in cooperation with Moore Abbey and KCC. • Water Hub facility built and successfully operating. • Resurrection of a tennis club, bat and ball games and a skate park. • Progress towards having indoor swimming and fitness facility. • Services to be in the pipeline such as medical, education, etc. • Blueway project should be up and running by 2031. • Security monitors in public areas. • Development of walking/cycling trails, including forest, walks, historical walks, river and canal walks. • Establishment to be well in progress for an industrial area to encourage the development of manufacturing and service enterprises, increasing local employment opportunities. • Interpretive centres and visual displays for the historical and present achievements of Monasterevin. • Monasterevin integrated as part of the South Kildare tourist trail with information points around town. • Information centre in the Town Square hub (old Bank building) with information on the textile industry. • Overnight and events accommodation facilities operating by 2031. • A presence for the town on media, platforms, broadband, Wi-Fi, etc. • Improvements in travel facilities and infrastructure covering, rail, bus, and car. • Provision of car parking areas.
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		<ul style="list-style-type: none"> • Services to be in the pipeline such as security, fire, water, electrical, etc. • More support and recognition for the good work of the tidy Town committee who contribute to the visual appearance and streetscapes. <p>It is stated that submission KCC-C35-8 for the Monasterevin Town Centre plan in 2021 should also be taken into consideration. The following issues are raised in the submission:</p> <ul style="list-style-type: none"> • The realisation of the masterplan will require great cooperation and flexibility from stakeholders, institutions and public bodies. • The proposed developments will require large investments of time and finances combined with expertise. • The Cassidy Distillery site must have multi-use options to create cultural, heritage, commercial, residential and craft manufacturing enterprises. It should form part of a network that offers work hubs and outdoor activities.
<p>Submission 36 is addressed under the following sections of this report:</p> <ul style="list-style-type: none"> • <i>Section 4.2.2 Amenity</i> • <i>Section 4.2.3 Built Heritage and Town Centre</i> • <i>Section 4.2.4 Economic Development</i> • <i>Section 4.2.5 Social Infrastructure</i> • <i>Section 4.2.6 Housing & Community</i> • <i>Section 4.2.7 Sustainable Movement and Infrastructure</i> • <i>Section 4.2.9 Miscellaneous</i> 		

37	Derek Whyte on behalf of Monasterevin AFC	<p>Monasterevin AFC requires the lands highlighted in red to be zoned for recreational use due to the current playing pitches being developed for housing.</p> 
<p>Submission 37 is addressed under Section 4.2.10 'Zoning of Land' of this report.</p>		
38	Derek Whyte on behalf of Enda Spain	<p>It is requested that the lands be zoned for serviced sites and/or residential development.</p> 
<p>Submission 38 is addressed under Section 4.2.10 'Zoning of Land' of this report.</p>		
39	National Transport Authority (NTA)	<p>The submission from the NTA outlines the following observations and recommendations for consideration:</p> <p><u>Guiding Principles</u></p> <p>Recommends that the preparation of the Local Area Plan (LAP) be guided by and include land use policies and objectives, which support the consolidation of urban-generated development within existing urban areas, in complement with the integration of land use and transport planning:</p>

		<ul style="list-style-type: none"> • Development should be based on the ‘Avoid-Shift-Improve’ principle; the ‘Decide and Provide’ approach; and the general objectives of the 10-minute town concept; • Development patterns that seek to consolidate development should be supported and prioritised; • The location of development should be guided by the ‘sequential approach’; • Major new ‘out-of-town’ retail developments should not be supported; • Trip intensive development, such as large-scale office developments, should not be supported at more peripheral and/or less accessible locations; • Land use policies that seek to provide for an appropriate mix of uses at the district and neighbourhood level should be supported; • Ensure the road and street networks in new developments include filtered permeability, and include measures that deliver filtered permeability in existing neighbourhoods; • Ensure that access by walking, cycling and public transport is a key determinant in the location of services such as schools, retail and leisure facilities; • Ensure that the detailed design of local services maximises priority for pedestrians and cyclists and eliminates, as far as practicable, interference and conflict between pedestrians, cyclists and motorists; • Where car parking is provided it should be located and designed in a manner that reduces the potential for safety hazards and reduces the visual dominance of cars; • Set down or drop-off areas are not encouraged in close proximity to schools, unless there is no safe alternative area, including on the public road, within a short walk where cars can park safely and with a footpath link to the school; and • Planning applications for new schools or the expansion of existing schools should only be supported where the road network in the vicinity of the proposed development facilitates or is planned to facilitate, safe and convenient walking and cycling access to the school.
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		<p><u>National Policy Context</u></p> <p>Notes that the transport sector is committed to meet the emissions targets under the Climate Action and Low Carbon Development (Amendment) Act 2021.</p> <p>Identified the following three main actions which should inform the LAP:</p> <ul style="list-style-type: none"> • Reducing the demand for travel; • Increasing use of public transport, walking and cycling and a reduction in trips by car; and • Conversion of the transport fleet to zero emissions vehicles. <p>Highlights that the National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel and public transport and the National Investment Framework for Transport in Ireland (NIFTI) is the strategic framework for future investment decision-making in transport. NIFTI sets out the road user modal hierarchy in Ireland as: 1. Active Travel (Walking & Cycling); 2. Public Transport; 3. Private Vehicles. It also outlines an intervention hierarchy, which is: 1. Maintain; 2. Optimise; 3. Improve; 4. New. Submits that the LAP should align with these national policy documents.</p> <p><u>Sustainable Mobility and Local Transport Plans</u></p> <p>Notes that LTPs represent the lowest tier of the NPF's framework for the integration of land use and transport planning and the achievement of compact growth. States that the LTPs should:</p> <ul style="list-style-type: none"> • Assess the existing traffic, transport and movement conditions within the Plan area and in its wider context; • Maximise the opportunities for the integration of land use and transport planning; and • Identify the transport networks for the town and a prioritised set of interventions required to deliver these networks, to effectively address transport deficiencies and to accommodate the anticipated increase in demand for travel. <p>Notes that the NTA would support the Council's preparation of an LTP as part of the LAP review process.</p> <p><u>Walking and Cycling</u></p> <p>States that the LTP should focus on the identification of the required networks and measures to bring</p>
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		<p>improvements for walking and cycling modes. Submits that the LTP should identify measures such as permeability and junction improvements and footpath and cycle track upgrades. These measures should be incorporated into the Draft LAP.</p> <p>Notes the national funding streams to target improvements for walking, cycling and other public realm interventions. Refers the Safe Routes to Schools programme funding and states that enabling journeys to school to be completed by walking and cycling, should be a key priority for the LTP and LAP.</p> <p><u>Connecting Ireland and Local Link</u> Highlights the Connecting Ireland: Rural Mobility Plan and states that it will seek to improve the current transport network by: Enhancing existing services; Adding new services and; Enhancing the current Demand Responsive Transport (DRT) network.</p> <p>Notes in which manner the NTA will develop and expand on the existing Local Link Rural Transport Programme and recommends that the LAP acknowledge the role rural transport services can perform in providing for social and economic connectivity between small villages/rural areas and larger towns. States that policies and objectives to support the role of rural transport, in particular the Connecting Ireland plan, should be included in the LAP.</p> <p><u>Regional and Inter-city Rail</u> The NTA supports investment in regional and inter-city rail services and will continue to work with Iarnród Éireann and local authorities to make improvements to both rail services and infrastructure serving Monasterevin.</p> <p><u>Accessibility</u> States that facilitating and promoting universal design should be a key consideration in the LAP, as it relates to transport policies and objectives. Submits that making the external built environment accessible to all can facilitate and promote the greater use of public transport, walking and cycling for all in society, including those with specific mobility issues and requirements. States that objectives that promote universal design in the external built environment should be included in the LAP.</p>
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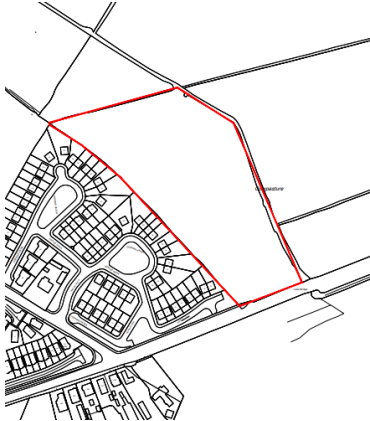
		<p><u>Strategic Road Network</u></p> <p>Highlights Monasterevin's proximity to the M7 motorway and the direct access benefit via Junction 14. States that to protect the strategic transport function of the national road network, including motorways, the NTA recommends that development objectives should be in accordance with the DOECLG Spatial Planning and National Roads Guidelines (2012), and that this should be referenced in the LAP.</p> <p><u>Traffic management</u></p> <p>Notes the LTP should consider traffic management with the objective of ensuring that the movement of people by public transport, walking and cycling, and the movement of goods are not adversely affected by private car traffic, and that the impacts of traffic congestion can be managed. Notes the outcomes of the LTP should be reflected in the LAP.</p> <p>An analysis of car parking provision within the town and the inclusion of objectives and measures to manage car parking should be considered in the LTP. It is recommended that the following matters are taken into consideration:</p> <ul style="list-style-type: none"> • Review on-street parking with a view to its reallocation to other modes; • The use of parking charges to ensure spaces are turned over regularly rather than being used by commuters; • A review of the access arrangements to car parks with a view to improving the efficiency of the transport networks within the town. <p><u>National Transport Authority Guidance Documents</u></p> <p>The NTA recommends that the preparation of the LAP be informed by the following NTA guidance:</p> <ul style="list-style-type: none"> • Cycle Design Manual; • Permeability: A Best Practice Guide; • Achieving Effective Workplace Travel Plans: Guidance for Local Authorities; • Workplace Travel Plans: A Guide for Implementers; • Toolkit for School Travel; and • Guidance Note on Area Based Transport Assessment (NTA and TII).
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		<p><u>Indicators – Mode Share</u></p> <p>Recommends that it may be appropriate at the LTP/LAP level to include sustainable transport indicators, including mode share, for the purpose of monitoring the effectiveness of policies and development objectives. Notes the NTA would be happy to work with Kildare County Council on the development and analysis of sustainable transport indicators, in conjunction with the OPR.</p>
<p>Submission 39 is addressed under Section 4.2.7 ‘Sustainable Movement and Infrastructure’ of this report.</p>		
40	Cllr Kevin Duffy	<p><u>Monasterevin Vision</u></p> <ul style="list-style-type: none"> • Create a bold and unique vision for Monasterevin’s future identity and growth through community consultation. <p><u>Town Centre</u></p> <ul style="list-style-type: none"> • Set key objectives to regenerate key derelict sites along Dublin Rd and surrounding areas through the Cassidy’s Distillery Conservation Management Plan process, the design of a Key Development Area (KDA) plan and the Government’s Town Centre First – A Policy Approach for Irish Towns (2022). • Reinforce the town centre as a primary location for commercial, civic, social and cultural development. • Promote new high-quality infill and backland development that consolidates the existing urban core. • Encourage and facilitate the appropriate intensification of town centre sites with a high standard of architectural design which does not impact the character. • Develop a pedestrian bridge linking the Main Street to the ‘Hulk’ site across the River Barrow. • Incorporate the Monasterevin Town Renewal Masterplan projects into the LAP including a delivery timeframe. • Secure financial support through funding mechanisms, particularly through the Towns and Village Regeneration Fund. • Collaborate with the ‘Hulk’ site owners to develop a KDA and design principles.

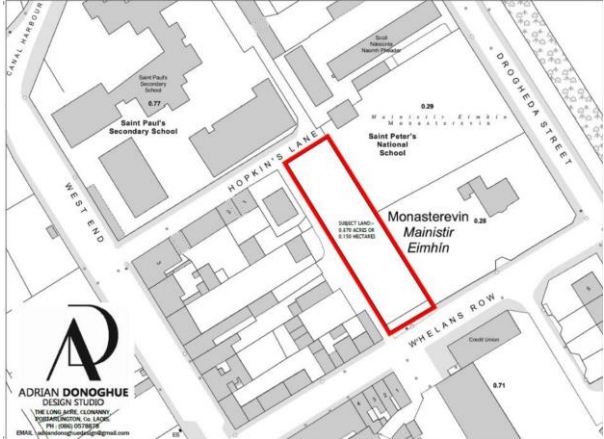
		<ul style="list-style-type: none"> • Collaborate with Irish Rail to facilitate access to the train station on both sides. <p><u>Architectural Heritage</u></p> <ul style="list-style-type: none"> • Ensure the protection and conservation of all protected structures and structures of historic significance. • Ensure new development, extensions, renovation works and infill developments within or adjacent to the ACA are sympathetic to the distinctive character of the area. <p><u>Economic Development</u></p> <ul style="list-style-type: none"> • Provide infrastructure and zoned land to accommodate a variety of uses. • Ensure the development of employment clusters in strategic locations (Portlaoise Rd., Kildare Rd., Rathangan Rd., Junction 14). • Junction 14 offers a unique location to create logistics opportunities for freight and distribution for the south of Ireland. • Support all forms of employment generation subject to environmental and planning considerations. • Continuing to develop Monasterevin as a Self-Sustaining Town. • Work with the LEO to develop economic opportunities. • Support a Fashion and Textile Design Hub within the Monasterevin Bank through the LEO. <p><u>Tourism and Retail Development</u></p> <ul style="list-style-type: none"> • Encourage the development of tourism, particularly religious tourism, eco-tourism, whiskey tourism, food tourism, poetry and arts and fashion and textile. • Support infrastructure such as cycle/bus/car parking and public toilets), • Support and enhance key tourism projects including the Church of Oak, Barrow Blueway and Umeras Peatland Park. • Identify key objectives for tourism developments, including the Cassidy Distillery and Moore Abbey sites. • Facilitate a range of additional tourist accommodation types.
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		<ul style="list-style-type: none"> • Support and facilitate the development of retail, retail services, independent retailers, and niche retailing in the town centre area, through the redevelopment/renewal of under-utilised sites and buildings. • Support and enhance the ‘SuperValu’ neighbourhood centre. • Provide infrastructure and zoned land to attract retail and grocery developments within the Town. <p><u>Theme: Housing and Communities</u></p> <ul style="list-style-type: none"> • Good mix of housing types and sizes in all new residential areas and appropriate brownfield/infill areas. • Provision of supported housing and longer-term residential care solutions for older people and/or people with disabilities. • Support specific purpose-built housing for older people. • Support appropriately designed ‘self-build’ houses on the sites zoned as service sites. <p><u>Theme: Social Infrastructure</u></p> <ul style="list-style-type: none"> • Support and facilitate new and improvements/ expansions of existing educational and health facilities at appropriate locations. • Support and facilitate the development of the Monasterevin Community Centre and Council Hall. • Support the development of the Sports Hub in Moore Abbey. • Support the delivery of the Water Hub at Moore’s Lock. • Support the provision of a slipway access to the River Barrow. • Support a central town car park to support park and stride opportunities. • Support the Monasterevin Youth Action building extension. • Support and facilitate a skatepark at an appropriate location. • Identify the key needs/gap in facilities to engage and support our 14-17 youth. • Facilitate a future extension of St Evin’s Cemetery.
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		<ul style="list-style-type: none"> • Promote community-managed gardens/allotments at appropriate locations. <p><u>Movement and Transportation</u></p> <ul style="list-style-type: none"> • Seek to implement a connected network of walking and cycling infrastructure. • Support the Safer Routes to School and NTA initiative from Cowpasture along Dublin Rd., and along Drogheda Street, including the signalised junctions at New Lodge Cross and the Nags Head. • Seek to create key permeability links to key transport and social infrastructure. • Review opportunities to complete existing walking loops including Old Grange to the Canal and Barrow Blueway and missing sections of key footpath links, like Brocan Wood to New Lodge Cross and Portlaoise Rd. • Improve the provision of public transport. • Support the implementation of the Local Link service 888 with key stops. • Support and pursue the delivery of: <ul style="list-style-type: none"> ○ Replacing the Green Bus service to Dublin, licensed by the NTA. ○ Replacing the Green Bus service (Portarlington to Kildare Town) with a Local Link service. ○ Improvements to the quality and coverage of bus stops and frequency of bus services. • Support and facilitate: <ul style="list-style-type: none"> ○ The formation of alternative access routes to the train station. ○ Achieving more frequent rail services. ○ Including Monasterevin in the Dublin Commuter belt fare strategy. ○ Providing sufficient car-parking. • Maintain and improve the local road network. • Design/improve key road infrastructure for traffic in/out and around the town. • Investigate the design, location and implementation strategy of traffic calming measures at the entry and within the town. • Investigate the option of one-way systems. • Support a roundabout at the M7 / R445 junction.
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		<p><u>Natural Heritage and Green Infrastructure</u></p> <ul style="list-style-type: none"> • Protect the River Barrow SAC and Grand Canal pNHA. • Ensure the River Barrow is appropriately cleared of overgrowth and appropriate interventions are implemented to improve the water quality and habits. • Include a strategy for the maintenance and clearing of overgrowth on all the key bridge structures both on the structures and behind their weirs.
<p>Submission 40 is addressed under the following sections of this report:</p> <ul style="list-style-type: none"> • Section 4.2.1 Overall Vision • Section 4.2.3 Built Heritage and Town Centre • Section 4.2.4 Economic Development • Section 4.2.5 Social Infrastructure • Section 4.2.6 Housing & Community • Section 4.2.7 Sustainable Movement and Infrastructure • Section 4.2.8 Climate Action, Biodiversity and Geology 		
41	Derek Whyte on behalf of Glen Brereton	<p>The land outlined in red is proposed for potential future residential development.</p> 
<p>Submission 41 is addressed under Section 4.2.10 'Zoning of Land' of this report.</p>		

42	Lorraine Benson	<p><u>Economic</u></p> <ul style="list-style-type: none"> • Town centre regeneration with the reimagining of the older commercial buildings is essential. • The town will benefit from new retail food outlets, an indoor market and innovation food hub, arts centre and a visitor trail linking the Church of Oak Distillery with the town centre. • An architectural competition is suggested with a brief to reuse and regenerate older buildings. <p><u>Social Infrastructure</u></p> <p>The plan should include provisions for schools, amenities, and social infrastructure. This should include facilities like a skate park, outdoor chess, basketball courts, and performance spaces.</p> <p><u>Transport, Pedestrians, Cycling and Tourism</u></p> <p>Monasterevin should prioritize pedestrians over cars, while maintaining access for businesses and deliveries. Signs indicating this policy should be placed at the entrances to the town.</p> <p>The following proposals are made:</p> <ul style="list-style-type: none"> • Introduce a 30 km/h zone in the town and surrounding estates. • Provide zebra crossings. • Provide cycling paths. • Install bike racks and parking along the canal. • Ensure the safety of children, students, and wheelchair users. • Extending the leap card to Monasterevin should be an objective of the plan. • Link the train station with Moore Abbey for a woodland experience and Ummeras for a peatland and blueway experience. <p>Additionally, it is noted that the bus service to Dublin airport is unsatisfactory.</p> <p><u>Nature based solutions</u></p> <p>The Plan needs to incorporate nature-based solutions and address the management of rain and storm water runoff.</p> <p>Provision for trees to deliver shade along pedestrian ways should also be considered where appropriate.</p>
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		<p><u>Public Charging Points and Public Water Fountains</u> Conduct an audit to assess the need for additional electric car charging facilities.</p> <p>Install public water fountains to meet the needs of residents and visitors.</p> <p><u>Water-side activities and tourism amenities</u> The draft plan should include canal side amenities, freshwater taps, and services for liveaboard boats on small-scale to avoid overpowering the local river and canal-scapes.</p>
<p>Submission 42 is addressed under the following sections of this report:</p> <ul style="list-style-type: none"> • Section 4.2.2 Amenity • Section 4.2.3 Built Heritage and Town Centre • Section 4.2.5 Social Infrastructure • Section 4.2.7 Sustainable Movement and Infrastructure 		
43	Adrian Donoghue Design Studio on behalf of Willoughby's Hardware Ltd	<p>Adrian Donoghue Design on behalf of Willoughby's Hardware Ltd requests the rezoning of the land outlined in red to 'Light Industrial'.</p>  <p>The submission outlines a brief history of Willoughby's, an established business of over 75 years, which provides the community with a hugely important essential service and huge employment.</p> <p>The proposed zoning is justified in the context of meeting the medium- and long-term growth of the businesses.</p>
<p>Submission 43 is addressed under Section 4.2.10 'Zoning of Land' of this report.</p>		

44	Office of the Planning Regulator (OPR)	Please refer to Section 4.1 of the report for the submission summary of the Office of the Planning Regulator (OPR).
Submission 44 is addressed under Section 4.1 of this report.		
45	Department of Housing, Local Government and Heritage	<p><u>Archaeology</u> Submission notes the importance of archaeological heritage as a unique, finite and non-renewable resource and states that measures to ensure its protection can be strengthened through the inclusion of robust and appropriate policies, objectives and development management guidance in development plans.</p> <p><u>Strategic Vision</u> Notes the need for a strategic vision which should be specific to the needs of the population and reflective of the unique characteristic of the town. Submits the vision statement should include an appreciation of the built and cultural heritage of the area and have strategic goals which tie-in to the wider regeneration, economic development of the town. Notes the importance of incorporating heritage to create an attractive environment and an enhanced sense of place which in turn promotes increased social responsibility – both individually and at a community level.</p> <p><u>Climate Action</u> Notes the need for the Plan to incorporate specific actions and objectives on climate action including for specific commitments in relation to climate change and archaeology, architectural and cultural heritage. Submits that the Climate Change Sectoral Adaptation Plan for Built and Archaeological Heritage under the current National Adaptation Framework (NAF) should be utilised to develop such policies and objectives. States that where flood relief schemes are being undertaken the Councils should have regard to the Archaeology and Flood Relief Schemes: Guidelines (Government of Ireland 2023).</p> <p><u>Homes and Communities, Urban Regeneration and Placemaking</u> States that in determining appropriate lands for new housing, cognisance should be had to landscape types,</p>

		<p>past land-uses and associated archaeological potential. Notes the need to avoid areas of high heritage sensitivity – both natural and man-made. Submits that the unique identity of Monasterevin can be enhanced through appropriate policies, objectives and guidance which seek to highlight the importance of the town’s heritage.</p> <p><u>Green Infrastructure and Biodiversity</u></p> <p>Submits that biodiversity is intrinsically linked to heritage (both natural and man-made) and sensitively maintained archaeological features are often excellent repositories for flora and fauna. States that green infrastructure forms a vital part of the response to the climate crisis and that heritage elements in the town can be integrated into the green infrastructure network, thereby assisting in enhancing biodiversity and carbon sequestration.</p> <p>Recommends the Plan includes specific reference to the policy document Framework and Principles for the Protection of the Archaeological Heritage (1999) in establishing appropriate provisions for the protection and promotion of archaeological heritage and must be explicit in stating this. Further recommends that the Plan includes specific provisions on compliance with national policy on the protection of built and archaeological heritage. Refers to the National Policy on Architecture – Places for People and states that it has specific relevance to urban regeneration, including in historic towns.</p> <p>Submission outlines a range of additional government policies with relevance to the protection and promotion of built and cultural heritage.</p> <p><u>Architectural Heritage</u></p> <p>The Department reviewed the Kildare County Development Plan 2023-2029 and the Monasterevin Local Area Plan 2016-2022 and acknowledges the built heritage policies and objectives. The Department highlights the importance of incorporating built heritage policies from these plans into the forthcoming Monasterevin Local Area Plan to maintain consistency and support for heritage conservation.</p> <p>It recommends ensuring that policies and objectives relating to the built heritage align with and support</p>
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		<p>overlapping land use zonings and objectives. It is further recommended that zoning and land use descriptions/action plan objectives/town first policies/place-making objectives etc. make reference to the presence and/or proximity of protected structures, architectural conservation areas, areas of special planning control as relevant.</p> <p>The integration of built heritage into broader policy areas, such as urban design and tourism, is seen as a proactive approach that should continue.</p> <p>The Department also underscores the need for a 'Statement of Character' for the Monasterevin Architectural Conservation Area, aligning with the objectives of both the County and Local Area Plans. This statement will guide the active management and enhancement of the conservation area, supported by detailed sections of the current Monasterevin Local Area Plan. The preparation of these statements should involve qualified professionals, either in-house or external consultants, to ensure technical accuracy and effective policy development. Appendix 1 lists available resources and grants to support these initiatives.</p> <p><u>Nature Conservation / Nature Conservation Policy</u> States this submission is intended to cover the Strategic Environmental Assessment (SEA) scoping process and should be reviewed by the SEA team.</p> <p><i>1. Observations in relation to the SEA and the preparation of the associated Environmental Report.</i></p> <p>Notes that the LAP should be developed to integrate biodiversity considerations in a positive, proactive and precautionary way, and this should be reflected in its text and content, including its aims, objectives and policies, as well as in maps, e.g. land use zonings, and suitability categorisations or preferential areas or routes for infrastructural components and interconnections, and for certain developments or land use types. In general, no areas should be identified or targeted for future development or changes in land use without the availability of basic information on the ecological sensitivities of the lands in question, such as a habitat</p>
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		<p>and/or ecological constraints map, i.e. the precautionary principle should apply.</p> <p>States that the LAP should include objectives to conserve and maintain key elements of biodiversity within the plan area and its zone of influence, and to ensure it does not contribute to biodiversity losses or deterioration.</p> <p>Highlights Regulation 27 of the European Communities (Birds and Natural Habitats) Regulations, 2011- 2021 (referred to as the 2011 Regulations) and states that it should be reflected in the LAP commitments and the associated assessments.</p> <p>Notes the LAP may significantly affect nature conservation, biodiversity, flora and fauna, therefore it should be considered whether the LAP will give rise to some, or all of the impacts and effects listed in the submission.</p> <p>Kildare County Council is also advised to undertake reviews of peer-reviewed and grey literature to enhance their understanding of the implications for nature conservation of the LAP and to ensure that they have identified the full range of potential effects that should be considered in the assessment. The Council is also advised to review the publications on the National Parks and Wildlife Service (NPWS) website.</p> <p>States that the Environmental Report should be undertaken by or in conjunction with a suitably qualified ecologist(s) and other specialists as necessary, and in conjunction with the Natura Impact Report. Highlights the relevance of the EPA's Integrated Biodiversity Impact Assessment Practitioner's Manual and the requirements of the SEA Directive (2001/42/EC).</p> <p>Note that the Environmental Report is required to contain environmental protection objectives that should integrate with the objectives and obligations of other Directives, legislation, plans and policies. A non-exhaustive list of these is included in the submission.</p> <p>The submission states that Strategic Environmental Objectives should be included for all nature conservation sites to address key threats arising from the LAP. It further states that the LAP should promote the provision</p>
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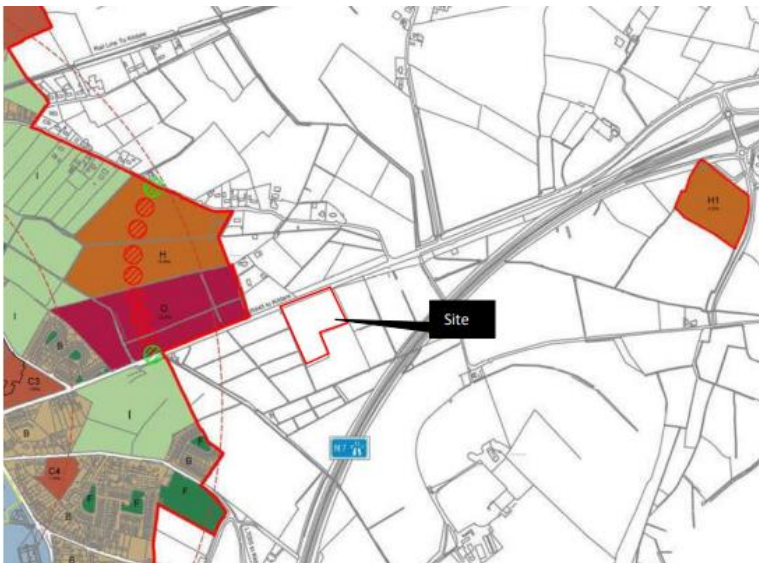
		<p>of buffer zones between developments and areas of significant biodiversity and ensure appropriate control and management measures for invasive species. Provision of robust recreational areas, including for dog walking, should also be considered.</p> <p>The submission highlights key data and information sources relevant to the SEA and the preparation of the associated Environmental Report.</p> <p>States that competent authorities and agents/consultants should refer to the EPA's website for a more complete and up-to-date list of relevant SEA guidance which is also attached to the submission (Appendix 2).</p> <p>The submission sets out recommendations for the SEA mitigation and monitoring process. The Strategic Environmental Assessment (SEA) is a systematic process that includes gathering baseline data, establishing strategic environmental objectives, and monitoring the Local Area Plan (LAP) impacts on the environment. Effective monitoring is critical as it identifies issues and impacts, ensuring each new LAP is informed by previous experiences. Without it, plans risk perpetuating environmental issues. The Department emphasises that the baseline environment description should integrate SEA monitoring from the current LAP, setting measurable indicators for biodiversity impacts. Monitoring should focus on habitat loss, with quantifiable data requirements for new developments to track biodiversity changes. The SEA process should also assess cumulative habitat loss impacts from smaller projects and indirect LAP effects, ensuring mitigation measures are embedded within the LAP. The monitoring program must clearly outline how it will identify environmental effects and assess the efficacy of mitigation measures. Existing monitoring programs can be utilized if they align with the specific plan's objectives. Local-level plans should address local issues, such as habitat loss, and aspects of broader environmental challenges. Clear responsibilities, frequency, and reporting procedures for monitoring should be established, with mechanisms to address any negative effects that arise. Indicators should link back to environmental effects and mitigation measures, ensuring</p>
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	<p>the LAP fully reflects the SEA and Appropriate Assessment findings.</p> <p><i>2. Observations in relation to Appropriate Assessment</i></p> <p>Notes the River Barrow and River Nore Special Area of Conservation (SAC) (Site Code: 002162) and highlights the opportunity the LAP provides to conserve this internationally important biodiversity site. In this regard, it is noted that Site Specific Conservation Objectives must be consulted and proposed plan objectives and zoning must be compatible with these objectives.</p> <p>Note the focus on water tourism and amenity use of the River Barrow in the Issues Paper. In this regard, it highlights that urbanisation and leisure/tourism have been identified as among the top three groups of pressure on habitats and species at European Union level.</p> <p>The Department recommends that the approach to Appropriate Assessment should accord with EU case law and highlights the ECJ case C-6/04 EC v. the UK and the Case C-461/17 Holohan v An Bord Pleanála 7/11/18</p> <p>States that the recreational disturbance impacts of tourism development should be assessed and highlights a Natural England report concerning bird disturbance for SPAs and RAMSAR sites which found that dog walking is currently the main cause of disturbance (by far) and should be a focus for assessment.</p> <p>Note mitigation measures must be directly linked to the likely impacts identified in the appropriate assessment and the LAP is an opportunity to orientate developments to areas of lesser risk of potential conflicts with Natura 2000 sites. Further states that the LAP should provide for natural borders/buffers as integral components of the design of greenway/blueway, tracks, trails, and amenity and tourism areas.</p> <p>The Department advises that a Rainwater Management Plan and Strategic Sustainable Drainage Measures (SUDS) are considered as part of the Strategic Flood Relief Assessment. Notes as outlined in the Department's recently published Best Practice Interim Guidance Document 'Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design (2021)', the</p>
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Appendix D – Submission Summaries

		<p>implementation of nature-based solutions at the scale of the settlement results in a co-ordinated “whole of settlement” approach to the implementation of nature-based solutions and is preferable to the implementation of solutions at site or development level.</p> <p>The Department advises that cumulative impacts with other plans or projects must be considered in the AA and lists the EU and National guidance documents that should be consulted.</p>
<p>Submission 45 is addressed under the following sections of this report:</p> <ul style="list-style-type: none"> • Section 4.2.1 Overall Vision • Section 4.2.3 Built Heritage and Town Centre • Section 4.2.8 Climate Action, Biodiversity and Geology 		
46	Ben Holmes	<p>The submission proposes the following:</p> <ul style="list-style-type: none"> • A continuation of the footpath under the railway bridge (by the canal) outside the train station. • Public transport improvements.
<p>Submission 46 is addressed under Section 4.2.7 ‘Sustainable Movement and Infrastructure’ of this report.</p>		
47	HSE Community Healthcare Organisation	<p>Consider including sufficient health-related zoning in the Monasterevin Local Area Plan.</p>
<p>Submission 47 is addressed under Section 4.2.5 ‘Social Infrastructure’ of this report.</p>		

<p>48</p>	<p>John Dunne on behalf of Monasterevin AFC</p>	<ul style="list-style-type: none"> • The Monasterevin AFC Togher Road facility is leased from KCC on a 99-year lease. The club is currently awaiting confirmation from KCC regarding paperwork to confirm the lease. • Monasterevin AFC also makes use of the old Ballykelly GFC Field (Barrett Park) owned by Barrett Construction. This facility is due to be taken back by Barrett Construction at the start of 2025. • Monasterevin AFC wishes to work with KCC and local officials to identify a permanent and long-term home for the club. • It is stated that the proposed Sports Hub in Monasterevin could be a long-term solution, but the club faces massive short-term issues. • It is suggested that the piece of land beside the current Togher Road pitch could be a solution to address the potential loss of Barrett Park, which will severely impact the club's access to grass pitches. • Monasterevin AFC would be delighted to be involved in developing this land for sports use, once the current Togher Road official lease documentation is signed off by KCC. <p>It is stated that Monasterevin AFC would meet KCC at any juncture to resolve the short-term and explosive problem of losing Barrett Park in 2025.</p>
<p>Submission 48 is addressed under Section 4.2.5 'Social Infrastructure' of this report.</p>		
<p>49</p>	<p>David Mulcahy Planning Consultants Ltd on behalf of JH Fitzpatrick Ltd</p>	<p>The submission prepared by David Mulcahy Planning Consultants Ltd. on behalf of J.H. Fitzpatrick Ltd seeks to zone a 3.32-hectare greenfield site (outlined in red below) as Enterprise and Employment or Transport/Utility to accommodate the relocation of the agricultural machinery business currently operating in the town centre. This move would free up the current site, which is zoned for Commercial, Retail, and Tourism, which could be put to better use in terms of facilitating an expansion of Fitzpatrick's filling station.</p>

		 <p>The subject site has no built or natural heritage constraints, and no flood risk. There is no planning history associated with the site. The principle of an agricultural machinery business appears to have been accepted on the adjoining site (though the application was later withdrawn).</p> <p>The submission highlights sections of the Kildare 2025 Economic Development Strategy and the Kildare County Development Plan 2023-29, which aims to foster economic development and reduce outbound commuting by providing high-quality job opportunities within the county.</p> <p>It is stated that Motor Sales is not a permissible use under the R zoning objective, which pertains to the site at Fitzpatrick's, confirming that it is not considered to be an appropriate land use at this location.</p> <p>The agricultural nature of the business means that it would be an appropriate land use at the edge of a town with a large agricultural hinterland. The level of traffic associated with a business of this nature would not generally be considered high and the applicant would be open to a left-in-only entry point.</p>
Submission 49 is addressed under Section 4.2.10 'Zoning of Land' of this report.		
50	National Office for Environmental Health Services	The submission was received from the National Environmental Health Service under the remit of Healthy Ireland and relevant supporting health strategies. The

		<p>following policy documents are highlighted as relevant to the LAP:</p> <p><u>Healthy Ireland in the Health Services – National Implementation Plan</u></p> <ul style="list-style-type: none"> • States that the LAP should strategically aim to support community involvement in the development of health services and Healthy Ireland Initiatives. <p><u>Tobacco Free Ireland</u></p> <ul style="list-style-type: none"> • States that the strategic aim of the LAP should be to implement the tobacco free playgrounds initiative, promote tobacco free environments, parks and waterfronts. • Strategically aim to support community involvement in the development of health services and Healthy Ireland Initiatives. • Assist in the delivery of a Tobacco Free Ireland and respond to anticipated changes regarding the accessibility of Disposable Vapes in Ireland. <p><u>Healthy Ireland: Get Ireland Active – National Physical Activity Plan for Ireland</u></p> <ul style="list-style-type: none"> • Include a strategy in the LAP to compile a directory of publicly accessible sports/recreational and amenities facilities. • Physical activity for Children and Young People Services Committees should be considered in the LAP. • Plans for Nursing Homes or Residential Care Facilities should include proposals for gardens, recreational activities. • The plan should enable/support all ages to engage in active play/sport (in formal and informal spaces) and active travel. • Transport options should be prioritised in line with the transport hierarchy. • Deliver on the Road Safety Authorities strategy 2021 – 2030 priority seven regarding safe and healthy modes of travel. <p><u>Healthy Ireland - A Healthy Weight for Ireland</u></p> <ul style="list-style-type: none"> • LAP should develop guidelines and support materials for urban development and planning to reduce the obesogenic environment.
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		<ul style="list-style-type: none"> • Support community-based initiatives that target high risk groups and develop programmes that support healthy lifestyles and prevention of obesity. • Promote the benefits of healthy eating, physical activity and non-sedentary behaviour. • Improve availability of and access to healthier food choices. • Create environments to promote/encourage active living including active travel and access to recreational spaces. • Support opportunities for increasing physical activity levels. • Facilitate community gardens through identifying and releasing suitable publicly owned land. • Rights of way should be prioritised, and cyclists should be supported with ample and secure bike parking. • Consider the issue of scooters in the context of active travel and road safety. • Reference should be made to the following: <ul style="list-style-type: none"> ○ National Sustainable Mobility Policy 2022 ○ Smarter Travel Policy 2009 – 2020 and/or recent updates ○ National Cycle Policy Framework 2009 – 2020 and/or recent updates ○ Government Road Safety Strategy 2021 – 2030 ○ Get Ireland Active – National Physical Activity Plan for Ireland ○ Healthy Ireland - A Healthy Weight For Ireland Obesity Policy and Action Plan 2016 -2025 <p><u>The National Positive Ageing Strategy</u></p> <p>LAP should take note of the National Positive Ageing Strategy and ensure that there is:</p> <ul style="list-style-type: none"> • Provision of age-friendly public transport. • Provision of public transport linkages to major health facilities and personal social services. • Support for the design and development of age friendly public spaces, transport and buildings. • Age-friendly designed urban environments (street lighting, footpaths, roads, public seating). • An assessment of housing need and provision and consider all housing options in development (i.e.
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		<p>social housing, sheltered housing; retirement villages).</p> <ul style="list-style-type: none"> • Implement Older People Remaining at Home strategy. • Promote lifetime adaptable housing and design and the use of assistive technologies. • Promote access (in terms of affordability, transport availability, accessibility of venue) to opportunities for continued learning and education for older people. • Promote the concept of active citizenship and the value of volunteering and encourage people of all ages to become more involved in their communities. <p><u>Time to move on from congregated settings – A strategy for community inclusion</u></p> <ul style="list-style-type: none"> • Promote and improve community inclusion of people with disabilities in their local community and community-based services. • Promote and improve greater connectivity between generic communities-based services and disability-specific organisations. • Focus on meeting the housing and accommodation needs of people with disabilities. • A local re-housing plan should be prepared and jointly co-ordinated with the HSE, in collaboration with service providers. • Base the LAP on best practice in including people with disabilities in local communities and should facilitate dispersed housing with personal support. • Consider reserving a certain proportion of dwellings for people with disabilities. • Focus on supporting and sustaining people with disabilities to live in their own homes in the community through the provision of housing grants. • Support people with disabilities to access employment and education opportunities. • Support people with disabilities to access mainstream community services. <p><u>Sustainable Development</u></p> <ul style="list-style-type: none"> • States that the LAP should aim to support and fulfil the United Nations 17 Sustainable Development Goals.
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		<ul style="list-style-type: none"> • References Goal 3, 4, 6, 7, 9, 11, 12, 13 and 15 as relevant to the LAP. • The Plan should take account of the Framework published “Our sustainable future – A Framework for Sustainable Development”. <p><u>Energy</u></p> <ul style="list-style-type: none"> • The submission references Irelands Second National Energy Efficiency Action Plan to 2020. • Promote and facilitate the incorporation of energy efficient design into projects. • Develop and implement an energy management programme for all public buildings. • The Local Authority should aim to deliver new key skill sets in areas such as green procurement, carbon accounting, carbon management and energy management. • The Local Authority shall support the Better Energy Communities Scheme. <p><u>Smarter Travel Policy</u></p> <ul style="list-style-type: none"> • Specify a maximum permitted level of car parking for commercial sites, which have suitable public transport facilities and are within walking/cycling distance to amenities. • Provide additional car parking spaces at public transport facilities. • Rationalise public transport timetables to ensure various forms of public transport link at corresponding times. • Developments above a certain scale should have viable travel plans in place. • Reduce the necessity to travel to work through the adoption of flexible working policies. • The Local Authority should set targets to encourage e-working where appropriate. • Ensure that schools in Monasterevin and its environs have school travel plans. • The local authority should identify and implement safe walking and cycling routes to and from educational institutions as well as provide better access for people with disabilities.
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		<ul style="list-style-type: none"> • Implement more radical traffic management measures to improve the punctuality and reliability of bus services. • Improve the availability and comfort of bus shelters by providing seating, overhead shelter and digital timetables. • Review the school transport service, the current distance eligibility criteria, where it is not feasible to provide safe walkways and/or cycle paths. • Provide facilities such as secure bike parking and changing/showering facilities at places of employment in public authorities. • Reprioritise traffic signals to favour pedestrians. • Create level grade crossings for pedestrians across junctions. • Widen footpaths where there are high pedestrian flows. • Clear footpaths of unnecessary street furniture. • Improve the surface quality of footpaths. • Provide appropriately designed safe, well-lit, direct, continuous facilities for pedestrians. • Signpost pedestrian routes to important urban destinations. <p><u>National Cycle Policy Framework</u></p> <p>States the draft Plan should:</p> <ul style="list-style-type: none"> • Take measures to reduce the volumes of through-traffic, especially HGVs. • Introduce traffic calming measures / enforce low traffic speeds in urban areas, make junctions safe for cyclists. • Ensure that all surfaces used by cyclists are maintained to a high standard and are well lit and signposted. • Provide secure cycling parking at all destinations of importance to cyclists. • Aim to integrate cycling and public transport. • Ensure that the urban road infrastructure (with the exception of motorways) is designed/retrofitted so as to be cyclist friendly. • Link up all existing cycle lanes.
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		<p><u>Waste</u></p> <ul style="list-style-type: none"> • The submission references the following EPA publications: <ul style="list-style-type: none"> ○ ‘A Resource Opportunity – Waste Management Policy in Ireland’ ○ ‘National Strategy on Bio Gradable Waste’ • Expand and implement waste prevention measures with local businesses and community groups. • The waste prevention strategy should include community waste prevention demonstration Programmes. • Improved waste services to include adequate capacity for green waste collection. • A reuse policy should be developed in consultation with the national procurement service and other relevant bodies and implemented within public bodies. • Easily accessible public recycling bins should be considered for public areas, paths, and green spaces. <p><u>Circular Economy/Waste</u></p> <ul style="list-style-type: none"> • The plan should be aligned with the Circular Economy and Miscellaneous Provisions Act of July 2022. • The plan should follow the principle of the waste hierarchy and work towards a Circular Economy. • The following key areas are highlighted: <ul style="list-style-type: none"> ○ Supporting the segregation of waste in public spaces ○ Supporting food waste reduction in key settings including the local authority itself, commercial premises, schools, health and social care facilities. ○ Supporting access to free drinking water in public spaces. ○ Supporting “zero waste” businesses and businesses offering repair services. ○ Consider the development of a locally accessible Civic Amenity site. • Reference could be made to ‘A Resource Opportunity – Waste Management Policy in Ireland 2012’.
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		<p><u>Water</u></p> <ul style="list-style-type: none"> • The Plan should ensure safe, secure drinking water and reduce water waste and overuse. • Provide for potable water supply in compliance with the European Communities (Drinking Water) Regulations 2023. • Provision of drinking water points in public spaces. <p><u>Biodiversity and Green Areas</u></p> <ul style="list-style-type: none"> • The submission references '<i>Research 195: Health Benefits from Biodiversity and Green Infrastructure</i>' published on the Environmental Protection Agency website. • A Local Biodiversity Action Plan should be developed for the Plan. • Opportunities for green infrastructure should be explored and integrated into the design of public areas. • Existing green areas should be preserved. • The development of 'green' pedestrian/cycleways that facilitate the movement of fauna should be explored. • Opportunities for promoting physical activity, promoting biodiversity, and meeting the needs of the elderly and people with disabilities should be considered in the design of public areas. • Established and key natural assets are supplemented by the provision of walking and cycling paths, open spaces, playgrounds, and playing fields. • The EHS supports the provision of allotments. • It is recommended that car parking applications should be accompanied by landscaping proposals to improve rainwater retention. <p><u>Environmental Noise</u></p> <ul style="list-style-type: none"> • Consider mitigation measures for existing facilities, such as directional lighting, planting to act as both a noise and light buffer, and limitations on hours of operation. • Require light spill and noise mitigation measures at planning stage for proposed developments. • WHO identified Environmental Noise as an increasing cause of ill health.
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		<ul style="list-style-type: none"> • The Plan should consider the environmental noise of: New roads, industry, recreational activities, adjacent to residential properties or noise sensitive premises such as schools or hospitals. <p><u>Flood Risk</u></p> <ul style="list-style-type: none"> • The EU Floods Directive and the “Planning System and Flood Risk Management Guidelines for Planning Authorities” set out the requirement for a plan to be accompanied by a Strategic Flood Risk Assessment. <p><u>Air Quality</u></p> <ul style="list-style-type: none"> • Kildare participates in the EPA Air Quality Index for Health. • The Plan should aim to reduce polluting emissions and increase the quality of air by: <ul style="list-style-type: none"> ○ Participating in, and facilitating national programmes of air quality monitoring where possible, ○ Working to develop and promote the Air Quality Index for Health, ○ Local Air Quality Management Plans. <p><u>Food Strategy</u></p> <ul style="list-style-type: none"> • Consider the development of a Food Strategy to develop the food economy. • A food strategy could link with Food Wise, the Government’s plan for the agri-food industry. • Food Wise 2025 recommends civic and festival markets, suitable serviced market space needs to be identified. • The strategy could also link with Failte Irelands Food Strategy and the National Plan for Jobs. <p><u>Climate Change</u></p> <ul style="list-style-type: none"> • Climate action should be central to the plan to both mitigate/reduce/eliminate greenhouse gas emissions and adapt to climate change. • Support the actions in the Climate Action and Low Carbon Development Act 2015 – 2021. • The Climate Action Plan 2023 should form the basis for developing a low carbon, climate-resilient, and environmentally sustainable Monasterevin by 2050 with interim targets for 2030. • The plan could place greater emphasis on “healthy” place-making.
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Submission 50 is addressed under the following sections of this report:

- Section 4.2.5 Social Infrastructure
- Section 4.2.7 Sustainable Movement and Infrastructure
- Section 4.2.8 Climate Action, Biodiversity and Geology
- Section 4.2.10 Miscellaneous

51	IWAI Royal Canal (Inland Waterways Association of Ireland)	<p>The IWAI's submission states that the recent extensive restoration of Bell Harbour by Waterways Ireland could mark the redevelopment of Monasterevin as a vibrant Canals' town.</p> <p>Submits that Monasterevin is an ideal location to install facilities and berths for liveaboard boats. Notes the current explosion of interest in living on the water stems from our national housing crisis. States that small, well-planned communities should be encouraged in multiple locations throughout the canal network. The outskirts of Bell Harbour are suggested as an ideal location.</p> <p>Highlights the benefits of bringing facilities such as a toilet/service block to a canal town and states that it can be used by liveaboard people, touring boats, hire boats, walkers, cyclists, kayakers, local sports clubs and all greenway users.</p> <p>States that the Barrow navigation can be difficult to navigate and that better facilities and greater support for Waterways Ireland to maintain the navigation can open enormous tourism potential in the region.</p> <p>Supports the delivery of the suggested links between Umeras Bog and the Monasterevin railway station for walkers and cyclists. Notes that Bord na Móna is flooding/regenerating many bogs and developing green tourism products and that there's an opportunity to connect with the canals and draw further tourists from them.</p> <p>States that there's a need for mooring jetties and signage with information boards at locations where canals can link with the bogs and that additional trails should be added at these points if none exist.</p> <p>Notes that there's a long waiting list of people who applied to Waterways Ireland for a liveaboard berth and that planning sensitively for these growing communities is long overdue.</p>
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		<p>States that Dublin and Kildare urgently need fully serviced liveaboard berths. There are generally no drinking water available, very limited sewage pump-out facilities, little lighting, few jetties and crucially almost no electricity.</p> <p>Notes that the right location is critical to the success of a liveaboard community and that Monasterevin's Bell Harbour is that perfect, ready-made location. States this plan should aim to expand facilities to promote canal living and expand tourism.</p> <p>Submits the inclusion of jetties or quayside moorings on the edge of the harbour would be required, equipped with bollards supplying barges with power and water, a broadband link would be essential also. Details that the berths would be sensitively lit with lights atop the service bollards. A pump-out station at a dedicated berth would allow boats to empty their holding tanks as required. A handful of berths could be reserved for short stay visitors, which would help encourage and develop much needed tourist links between the Shannon, Dublin and the Southeast.</p> <p>Highlights that boating communities are very low-carbon communities and generally very eco-friendly.</p> <p>States that serviced berths would generate income for WI and that WI is currently proposing revised mooring fees to fund improved facilities along the canals.</p> <p>Notes that canals offer year-round boat tourism and that the Inland Waterways Association of Ireland's Nav-Watch group have recently surveyed the canals and documented areas where dredging or maintenance are needed. The Nav-Watch Report 2020 – A Condition Survey of the Grand Canal, Royal Canal & River Barrow Navigations is attached to the submission.</p> <p>States that the inclusion of a dry dock in Monasterevin would add enormously to the attractiveness of Monasterevin. Alternatively, or complementing that, a service yard adjacent to the canal, where boats can be craned out to be worked on would be a huge advantage.</p>
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		<p>Highlights the valuable employment opportunities for the town if all these industries could operate from one location.</p> <p>States that Government funding is needed to allow WI to reinstate necessary programmes of maintenance and bring the state of the navigation back to where it should be. Highlights that specific project funding and pressure from councils will help to drive this appreciation and development of our heritage waterways network.</p> <p>Highlights the need for services for barges and specifically the availability of a dry dock in the Dublin region. Notes the importance of beginning the process of future-proofing our canals and waterways. Further, highlights the Water Animation Strategy and states that it does not identify the importance of ‘through traffic’ on the two canals in Dublin. States that through traffic refers to the ability for boats to easily travel through one canal, out onto the Liffey and onward into the other canal, in either direction.</p> <p>Note that the Green & Silver waterways route between Dublin and the midlands is of international significance, it is the only circular boating route in Ireland and needs to be elevated to national planning status level to flourish. Highlights that while the bridges, locks and some buildings associated with the canals are ‘Listed’ on the Record of Protected Structures, the NIAH fails to list the original 200-year-old structure of the canals. Note that the canals are collectively or individually, the largest man-made structures on our island and should be recognised as such with ‘Listed’ status.</p>
<p>Submission 51 is addressed under the following sections of this report:</p> <ul style="list-style-type: none"> • Section 4.2.2 Amenity • Section 4.2.4 Economic Development • Section 4.2.6 Housing and Community 		
52	E O'Loughlin	<ul style="list-style-type: none"> • It is stated that the Grand Canal around Monasterevin is underused and requires ‘joined up thinking’ from Bord Failte, Kildare County Council, Bord na Mona, Waterways Ireland, and Volunteer and Commercial organisations to maintain and promote this amenity.

		<ul style="list-style-type: none"> • The submission highlights a paper IWAI Kildare submitted to the Bord na Móna Bog Rehabilitation Scheme (February 2021). • This paper highlights views on Tourism, Heritage and Housing on the Barrow Line of the Grand Canal from Rathangan to Umeras to Monasterevin and some solutions to issues facing Ireland today – lack of housing, climate change, and ways to increase tourism and the economy in rural Kildare. • The paper proposes the following: <ul style="list-style-type: none"> ○ Creating a Marina for residential and touring barges adjacent to the Grand Canal. ○ New mooring posts, a jetty, and signage to highlight nearby attractions and local history. ○ An access path beside the Marina to the main Peatlands Park, a service block for boaters, walkers and cyclists, broadband access, and bicycle stands.
<i>Submission 52 is addressed under Section 4.2.2 ‘Amenity’ of this report.</i>		

<p>53</p>	<p>Senator Mark Wall</p>	<p><u>Local Improvements</u></p> <ul style="list-style-type: none"> • Ensure that our diverse community is fully represented. • Support, funding, and engagement with local disability groups/disability organisations in the provision of access of services. • Support and engagement regarding programs and incentives for those who may be neurodivergent. • Support and engagement for local supported employment schemes for people with disabilities. • Access to after school activities for our children and teenagers. <p><u>Economic Improvements</u></p> <ul style="list-style-type: none"> • Support, engagement, and promotion of the Monasterevin Heritage Brand to increase short stop and long stay tourism. • Support and engagement in the development of short stay accommodation. • Support, engagement, and incentives to encourage small, local start-up businesses. <p><u>Public Transport</u></p> <ul style="list-style-type: none"> • Support and engagement with the NTA (National Transport Authority) and other relevant agencies and stakeholders to: <ul style="list-style-type: none"> ○ Improve the local bus service and to expand the routes. ○ Include Monasterevin in the “Short Hop Zone”. ○ Increase the capacity of the Monasterevin Train Station car park. ○ Develop a footpath, connecting the end of Drogheda Street to the entrance of Monasterevin Train Station.
<p>Submission 53 is addressed under the following sections of this report:</p> <ul style="list-style-type: none"> • Section 4.2.4 Economic Development • Section 4.2.7 Sustainable Movement & Infrastructure 		