

Áras Chill Dara,
Páirc Devoy,
An Nás,
31 March 2016

Do'n mhéara is gach ball de'n Chomhairle Chondae

A Bhaill Uile,

Tionólfar cruinniú speisialta de'n Chomhairle Chondae ar 2.00 tráthnóna dé Maírt, an 5 Aibreán 2016, i seomra na Chomhairle, Áras Chill Dara, Páirc Devoy, An Nás, agus iarrtar ort bheith i láthair.

A special meeting of the Council will be held at 2.00. p.m. on Tuesday, 5 April, 2016 in the Council Chamber, Áras Chill Dara, Devoy Park, Naas, and you are invited to attend.

The purpose of the meeting is to consider the proposed Draft Kildare County Development Plan 2017-2023, and to consider the motions submitted by Members in relation thereto and as set out in the attached.

Le gach dea ghuí,

M McIvor
Meetings Administrator

Agenda

1. To adopt minutes of the special planning meeting of 23 March 2016

Chapter 5

2. Chief Executive's Amendments

Motions

3. Councillor Ivan Keatley

That Kildare county council give specific mention in chapter 5 "Economic Development, Enterprise and Tourism" , to South Kildare as a part of the National Regional Aid Map that directs additional aid for new industry

4. Councillor Rob Power

That we supplement this chapter with

EO – To support the use of town centre locations for new service focused enterprises

EO – To support the development of microbrewery industry both in appropriate industrial areas but also where production is suitably integrated into a town or village centre location combining production with service.

5. Councillor Mark Lynch

5.8

That the town of Newbridge seeks to bring and establish in more jobs in the agri business sector.

6. Councillor Pádraig McEvoy

5.1 Introduction – National Context

Currently, the county contains a number of employers of significant size including, Intel, HP and Maynooth University in north Kildare, Kerry Group in Naas, Pfizer in Newbridge, Bord na Mona activities (in both Newbridge and rural County Kildare), the equine industry and the defence forces. Notwithstanding these major employers, there is a need to build on the current economic strengths of the county. In this regard, a strategic, sustainable economic strategy is a priority component within this Plan.

7. Sinn Féin

EO3

Employment and residency in close proximity..... add in "and multi-modal transport means between neighbouring towns/villages".

8. Councillor Rob Power

That we amend ECD 1 & 2 - As KCC has no remit in terms of economic development over activities outside the county boundary I suggest removing "and the greater Dublin area"

9. Councillor Naoise Ó'Ceairúil

5.5.2. In relation to shortfall in employment lands "That the council liaise with Carton Demesne to identify any possible employment lands".

10. Councillor Naoise Ó'Ceairúil

EO13 refers. Proposed an addendum, "While the development of Collinstown will be examined and promoted, Maynooth will remain as the primary focus as an employment hub."

11. Councillor Suzanne Doyle

That we amend EO9: to read To work with Third level education Institutions, in the creation and fostering of enterprise, research and development

12. Councillor Suzanne Doyle

5.5.2

That we amend statement in 2nd para pg 7 'It is particularly important that new development should be located within existing settlements or approximate to existing settlements so as to encourage

In order to facilitate location of activities that may have potential negative impacts (noise/ odour etc) on built up areas.

13. Councillor Suzanne Doyle

EO19:

That we amend it to read' to develop and improve linkages between the Third level sector and relevant employment providers in the surrounding sub-region and county generally.

14. Councillor Pádraig McEvoy

5.5.2 Land-Use and Economic Development

To develop policies that ensure that appropriate proportions of employment zoned lands are suitably sited to support populated areas and that adequate protections mitigate pressures to convert employment zoned lands to residential lands – particularly where policies are to mitigate against commuter patterns.

To develop policies that recognise that various orders in employment zoned lands can yield various levels of employment – according to their use. That appropriate safeguards are used to ensure an appropriate mix of use and that efforts focus on minimising commuting.

15. Councillor Suzanne Doyle

5.6

Suggested change of wording

Over complicated explanation of enterprise activity, suggest remove 'based on process-orientation systems'.

16. Councillor Brendan Young

Chapter 5.7, pp. 5-11 and 5-12: that we replace SEVESO II with SEVESO III

17. Councillor Pádraig McEvoy

5.7 Prevention of Major Accidents

That Seveso sites are selected and managed based on minimising risk to strategic infrastructure. That where appropriate, public evacuation plans are considered in the context of risk management.

18. Councillor Mark Lynch

5.7

That Newbridge is added to the list of primary economic towns.

19. Sinn Féin

5.5

ECD 18 To ensure that emergency responders have the adequate resources and scope of powers to respond under Sersco 11 Directive - service level agreements should be put in place for these locations

20. Councillor Suzanne Doyle

5.8

Motion to amend

2nd paragraph

It is important to ensure that this sector is allowed to expand with a choice of locations either in town centres or on appropriate sites elsewhere as outlined in chapter 9, while at all times having regard to protecting the primacy of core town centre sites.'

21. Councillor Naoise Ó'Cearúil

Chapter 5.9 Regeneration refers.

At the end of paragraph 1, that the following is added,

"The council will also liaise with NAMA to improve the aesthetic appearance of properties under it's auspices and the future regeneration of same."

22. Councillor Suzanne Doyle

EO23: Motion to amend

for retail innovation in Naas town centre. This project will be assessed as a pilot project with a view to similar approach in other appropriate towns in the County.

23. Councillor Suzanne Doyle

5.10, 2nd paragraph

Motion to amend

' need for diversification and employment creation in the non farm rural economy. In conjunction with facilitating innovative enterprise that is compatible with rural locations, key employment areas are outlined below with'

24. Councillor Martin Miley

5.11 Agriculture

That we state the numbers directly employed in County Kildare and the amount employed in secondary industries to agriculture as we have directly stated in the equine sector.

25. Sinn Féin

5.11 – Agriculture

ECD 19

"to promote the "smart farming" initiative to farmers across Kildare to inform them of environmental sustainability and resource management so as to reduce Co2 production on farms".

? "to develop policies through our SPC to assist and inform Kildare's farming communities of cost saving measures to manage and reduce Co2 production on farms". (Smart Farming is an IFA resource efficiency initiative, which aims to identify significant on-farm cost savings - has good initiatives about water harvesting for farmers for example).

Add:

"To implement policy in relation to the control of Ragwort and other noxious weeds".

26. Councillor Brendan Young

Chapter 5, ECD 21 that we insert additional first point:

passive-house guidelines in the construction of social and other housing

27. Councillor Martin Miley

5.14 EOD Rural enterprise, that we add in or where existing employment hubs exist

28. Councillor Pádraig McEvoy

5.15 Tourism and Recreation

Tourism and recreation make a positive contribution to the economic and social wellbeing of the county. Kildare's close proximity to Dublin offers significant opportunities to expand the existing tourism offer and brand for the county. With Dublin being the sixth most popular city region in Europe for city breaks, Kildare's location, its rich built and natural heritage along with its horse racing and golfing attractions provide opportunities to attract spin off tourism from the city region and ~~also from~~ neighbouring counties, including County Wicklow.

29. Councillor Naoise Ó'Cearúil

Chapter 5.17

"That Maynooth Castle is added to the list of tourist attractions".

30. Councillor Martin Miley

5.17 Tourist attractions in County Kildare

in light of the very positive picture of the Dragon boat racing on the front page of chapter 5. we work with all watersports organisations in Athy to accommodate them with facilities

31. Councillor Pádraig McEvoy

5.17 Tourist Attractions in Kildare

In the context of tourism, the natural environment, landscape, built heritage and attractive towns and villages play a key role. Significant natural attractions include the Curragh plains, the bogs to the west, the rolling hills of the eastern uplands, the waterways of the River Liffey, the River Barrow and the Grand and Royal Canals

32. Councillor Pádraig McEvoy

ECD 26: To introduce, develop, and support a rural “Tourism Cluster” (comprised of ten member micro-enterprises) that will trade on-line as an aggregated virtual tourism entity. To consider the strengths of clusters around hubs/ nodes, as per the 2011 plan: ED 22 To encourage clustering of tourism products and services within identified hubs and nodes to increase linkages within and reduce leakage from the local economy

33. Councillor Pádraig McEvoy

EO 36: To work with Kildare Fáilte to:

Identify quality tourism and recreational products and services suited to international and domestic markets;

Develop Kildare brands that have international recognition and appeal;

Implement a sustainable tourism development strategy in the county, and identify the particular role and competence of all partner agencies;

Develop an appropriate and compelling marketing proposition and plan for Kildare as a tourism destination; (Line Space)

Develop a suite of training programmes that will ensure that tourism businesses in the county can recruit staff with appropriate skills and provide for career development; and

Promote the Green Hospitality Programme.

To explore the opportunities around eco-tourism and consider policies list in other CDPs: “The growth of rural tourism (including agri-tourism) is critical to the local economy and is directly and positively linked to its economic, social and natural resources. There is

strong potential for eco-tourism. This approach promotes enhanced awareness and positive appreciation of local resources, traditions, ways of life and opportunities to optimise the use of amenities and share the benefits throughout the area. Rural tourism can play an important role in supporting and diversifying the economy of rural communities and is based on local amenities and natural heritage

34. Councillor Mark Lynch

5.19 / 5.20 / 5.21

That the town of Kildare is inserted as one headline as being a compact town with unique properties and is identified as a tourism hub for the country, and that all avenues are looked at to grow the town in this regard in relation to tourist numbers and attracting tourism related businesses to establish in the town centre while retaining its original buildings.

35. Sinn Féin

E034

To support and facilitate the implementation within Kildare of the Ireland's Ancient East proposition...

Add within this that signage in Kildare for this implementation gives parity to the Irish language.

Add

"Kildare has a rich republican heritage and was home to the first republican uprising in 1798 with every town and village rising up against the Crown. This should be commemorated with areas of historical interest being identified and conserved".

We had this in our original submission....

36. Sinn Féin

That KCC have a person in house assigned to these objectives and works in conjunction with Kildare Failte.

37. Councillor Pádraig McEvoy

EO 41: To promote and develop the towpaths along the Grand Canal, the Royal Canal (including from Maynooth to the Dublin County Boundary as part of the Dublin to Galway Greenway project), the Barrow Line and the Corbally Line as cycleways, in co-operation with Waterways Ireland and neighbouring Local Authorities.

38. Sinn Féin

Chapter 5.21 ECD 34 To add..... It is a policy of the council to promote the use of the Irish language

39. Councillor Brendan Young

Chapter 5, ECD 42 that after the words '- is fully protected' insert "without restricting the public rights of way through the parklands",

40. Councillor Martin Miley

ECD 41

Add additional Policy

To Promote amenities to cultivate Rural sporting activities that will benefit the Local community and support local economies

41. Councillor Martin Miley

ECD 42

To promote international sports field facilities that would complement national international and Olympic activities which would accommodated

42. Councillor Pádraig McEvoy

5.24 Sport and Recreation Tourism Policy

ECD 40: To consider suitable sites for caravanning, camping, and hostelling, in consultation with Fáilte Ireland.

43. Councillor Pádraig McEvoy

ECD 42: To recognise the sensitive and unique quality and importance of Castletown House, its demesne, and history as a unique element of heritage, tourism and educational potential, to ensure that the integrity of the house and its demesne – as well as its collection of buildings, artefacts, landscapes, views and prospects - is fully protected, and to ensure that any future development within or without the demesne, including the attendant demesnes of Donaghcumper and St Wolstans, and its environs which impacts on it is appropriate to its status as a house and demesne of national, regional and international significance.

44. Councillor Suzanne Doyle

Motion to add

ECD49: To facilitate and support the establishment of a tourism destination centre at the Cherry Ave Site in Kildare town and preserve the historic Princess Grace Gates as part of this visitor attraction

45. Councillor Pádraig McEvoy

ECD X49: To support tourism development that takes account of universal access considerations

46. Sinn Féin

5 ECD

To develop a waterway centre in Athy

47. Sinn Féin

ECD 5.25

To develop the Dry Dock facility in Athy

Chapter 6

48. Chief Executive's Amendments

Motions

49. Councillor Brendan Young

Ch 6.0 Introduction, that we insert at end of first paragraph;- We note the EPA Report of May 2015 on Ireland's Greenhouse Gas Emissions that emissions from transport are projected to be 16% above the legally binding targets for 2020.

50. Councillor Pádraig McEvoy

6.0 Introduction

Movement and transportation in County Kildare is guided by a comprehensive and coordinated set of national and regional policy documents. National and Regional transport policy recognises that current transport trends, in particular levels of car use, are unsustainable in the longer term and that a transformation transition towards the

achievement of higher levels of more sustainable modes of transport, such as walking, cycling and public transport is required. ~~This transition will take a number of years to achieve and is likely to extend beyond the period of this County Development Plan.~~ There are concerns that if current trends continue, congestion will increase, transport emissions will grow, economic competitiveness will suffer and quality of life will decline. One of the major challenges facing the County during the life of this plan and into the future, is the need to promote and provide for sustainable transport options, whilst maintaining the effectiveness of the transport network.

Many of the main transportation corridors linking the Great Dublin Area (GDA) to the rest of the country pass through County Kildare. There are four mainline railway passenger services traversing the county, the Sligo, Cork/ Limerick, Galway and Waterford lines and two suburban services linking Kildare to Heuston Station and Maynooth to Connolly Station.

The M4 runs east-west along the northern boundary of the county, the M7 runs diagonally on the northeast-southwest axis through the centre of the county and the M9 runs southwards to Castledermot, Carlow and onwards. Consequently and also as a result of proximity to Dublin, County Kildare bears a disproportionately high concentration of vehicular traffic when compared to the size, capacity and quality of its road network or available funding. While the national road network in the county has been improved, the regional and local road network (sections of which, carries up to 20,000 vehicles per day) is largely under developed.

County Kildare ~~is a commuting county~~ serves a significant number of commuters.

6.1 Background

While 60% of the population have jobs within the county, almost 40% of Kildare residents at work travel outside the county to their job. There is a significant level of commuting into the north-eastern part of the county where there is a concentration of major employers. Dublin is the dominant employment destination with over 72% of Kildare commuters working in Dublin City Centre, South Dublin, Fingal, Dun Laoghaire Rathdown and Meath. Other commuting routes include connections to adjacent towns such as Carlow and Portlaoise in the south of the county. Commuting patterns in Kildare rely heavily on private car transport, which is unsustainable:

Approximately 66% of commuters use private car transport.

18% of commuters use bus and/or rail for their daily commute.

Only 16% of commuters walk or cycle to work, school or college. This latter figure is well below the regional average of 22%.

It is clear that as current ratios continue in relation to vehicular traffic, congestion will increase, transport emissions will grow, economic competitiveness will suffer and quality of life within Kildare will decline unless there is significant investment in roads and in transport infrastructure to support alternative modes within the county in the coming years.

While bus and rail public transport to and from Dublin is widely available there are substantial obstacles relating to cost and frequency of these services. There are also challenges in accessing public transport within the county and to other areas, with limited spare capacity, service and pick up points in many areas.

Public policy will need to develop intra-urban public transport in the larger urban centres along with a transport system to encourage the dispersed rural population to use public transport when commuting.

The Council recognises that new development, both residential and commercial, permitted in line with this plan will lead to additional trips generated. Therefore a major challenge facing the County during the lifetime of this plan and beyond is the need to promote and provide for as high a proportion as possible be conducted by sustainable means. ~~sustainable transportation options whilst providing for increased vehicular, cycle and pedestrian growth on the road network in the county through road improvement and management of demand where possible.~~ However it is accepted that a residual proportion of the trips generated, especially those involving the movement of goods, will be taken by private vehicle. This has the potential to add to existing levels of congestion or saturation of the road network.

The Council will seek to positively and constructively promote, facilitate and where required the enhancement of both public transport carrying capacity and road capacity to support sustainable future development.

51. Councillor Brendan Young

Ch 6.1 Background, from the par beginning “it is clear that ...”, sixth line, delete the words 'in roads

52. Councillor Pádraig McEvoy

6.2.3 National Cycle Policy Framework 2009-2020

The National Cycle Policy Framework (as part of Smarter Travel – A Sustainable Transport Future 2009) sets out a national policy for cycling, in order to create a stronger

cycling culture, a more friendly environment for cycling and improved quality of life. The vision is that all cities, towns and rural areas will be bicycle friendly. The policy document sets a target of 10% of all commuter trips by bicycle by 2020 and places emphasis on promoting and integrating cycle networks.

53. Councillor Naoise Ó'Ceairúil

MTO 11, Addendum

That the following be included in a needs study for Kildare; "A public transport connection between the North East Metropolitan Area and the county town of Naas".

54. Councillor Brendan Young

Chapter 6-5 that we Insert new point MTO 12 Restrict vehicles over two axels from using roads through towns and villages as a through-route where alternative routes exist.

55. Councillor Martin Miley

MTO 10 that we add-on particularly at motorway junctions

56. Councillor Suzanne Doyle

MT6:

Motion to Amend '.....of land with the appropriately phased provision and development of high quality transport systems.'

57. Councillor Suzanne Doyle

MTO13:

To assess all rail, road and river/canal bridges and underpasses for capacity to meet transport needs and develop solutions to address any identified deficits in conjunction with all relevant authorities.

58. Councillor Suzanne Doyle

MTO14:

To provide for community/ education zoning at optimum locations that minimise car dependency and examine where appropriate the re location of such facilities to alternate locations that will minimise car dependency.

59. Councillor Pádraig McEvoy

6.3. Movement and Transportation

The Council is committed to focussing on the need to underpin the planning process with an integrated approach to sustainable forms of transport such as public transport, walking and cycling, a pro-active approach to influencing travel behaviour and effective traffic management, all underpinned by an integrated land-use and transportation strategy that promotes intensification in accessible areas are the emerging strategies for this development plan.

The social, economic and environmental wellbeing of County Kildare and the Greater Dublin Area is dependent on the efficient and sustainable movement of people and goods within and through the County. This can be achieved by providing a range of transport options that are safe, convenient, reliable and offer value for money. The Council recognises its role in working with the relevant agencies to seek to ensure that as high a proportion as possible of trips carried out each day would be conducted by sustainable means.

~~However it is accepted that to achieve this will take time and extend beyond the period of this plan. A large proportion of trips, especially those involving the movement of goods, will continue to be served by private vehicles.~~

The design of cycle facilities is directed by the National Cycle Manual, NTA (2011), The National Cycle Manual seeks to encourage cycling by promoting a safe environment for all road users with a focus on cyclists. It offers clear guidance on integrating the bike in the design of urban areas through five basic principles; Safety, Coherence, Directness, Attractiveness and Comfort.

The Council will seek to integrate sustainable land use planning with a high quality integrated transport network providing a range of transport options to fulfil the following goals:

~~Encourage a~~ To transition to a more sustainable transport model with particular emphasis on public transport, cycling and walking.

Provide additional capacity for cyclists, pedestrians ~~and vehicles~~ within the road network to accommodate the growth in movement ~~traffic~~ expected during ~~in~~ the transition transformation period to a more sustainable transport model.

Provide additional capacity for movement within the road network where strategic links are essential.

60. Councillor Pádraig McEvoy

To amend MTs as follows:

MT 7: To focus on improvements to the national, regional, local road and street network that provide additional capacity in order to reduce congestion and provide for current and future demand while facilitating the longer term goal of a transition to more sustainable forms of transport

61. Councillor Pádraig McEvoy

MT 8: To develop new road infrastructure with an emphasis on sustainable modes that provides access to new communities and development areas and supports the economic development of the county. ~~including the projected need during the transition to an increased use of public transport, cycling and walking.~~

62. Councillor Pádraig McEvoy

MT 9: To seek to address urban congestion with particular emphasis on facilitating improved bus transport movement ~~speed~~ and reliability and improved links to bus and railway stations.

63. Councillor Pádraig McEvoy

MT X1: To spatially arrange activities around, and improve access to, existing and planned public transport infrastructure and services.

64. Councillor Pádraig McEvoy

MT X2: To focus on improvements to the local road and street network that better utilise existing road space and encourage a transition toward more sustainable modes of transport, while ensuring sufficient road capacity exists for the residual proportion of the trips which will continue to be taken by private vehicle

65. Councillor Pádraig McEvoy

MT X3: To prioritise new road construction that provides access to new communities and development areas and supports the economic development of the County.

66. Councillor Pádraig McEvoy

MT X4: To balance the needs of road users and the local community with the need to support the development of a sustainable transportation network.

67. Councillor Pádraig McEvoy

MT X5: To support the delivery of sufficient public transport and road capacity to facilitate sustainable new development in the County.

68. Councillor Pádraig McEvoy

MT X6: To prepare an Integrated County Mobility Plan, that addresses the long term mobility needs of communities and businesses within the County.

69. Councillor Pádraig McEvoy

MT X7: To prepare Integrated Transport Studies for towns, villages and communities in the County, as need arises, to provide a long term plan for the movement of pedestrians, cyclists, public transport and private vehicles.

70. Councillor Pádraig McEvoy

MT X8: To identify a cycle network

71. Councillor Pádraig McEvoy

MT X9: To minimise wait-times for pedestrians and cyclists at junctions

72. Councillor Pádraig McEvoy

MT X10: That the Council develop strategies with Green Schools in urban areas to promote cycling and walking.

73. Councillor Pádraig McEvoy

MT X11: That the Council monitor and report on sustainable transport performances.

74. Councillor Pádraig McEvoy

MTO 6: To ~~continue the development of the county road network to cope with transport needs in the transition period (to a more sustainable transport model) and to provide~~ better connectivity across the River Liffey, River Barrow, the canals and the railways.

~~This will aid the development of bus public transport by reducing transit times, increasing reliability and provide allowing for more diverse services on a greater variety of routes~~

75. Councillor Pádraig McEvoy

MTO 7: To develop transport solutions within and around the major towns in the county suitable for the period of transition to a more sustainable transport system.

76. Sinn Féin

Movement and Transport

MT08

"to review and implement integrated transport studies..... and movement from one town to another".

77. Sinn Féin

MTO

Add "to ensure that all new Residential Estates be given Irish/bilingual names"

78. Sinn Féin

6 MTL to facilitate more inter town/village public transport, in particular to the county hospital and other essential routes.

To investigate the feasibility of tax based incentives for park and ride facilities such as the bus/Rail tax saver tickets.

To investigate the possibility of the communal bikes system that is currently available in Dublin & Galway

79. Sinn Féin

MTO

That every town has bike stands.

80. Sinn Féin

MTO 6 PTO

To develop bus stops in rural Ireland.

81. Councillor Naoise Ó’Cearúil

MTO 11, Addendum

That the following be included in a needs study for Kildare; “A public transport connection between the North East Metropolitan Area and the county town of Naas

82. Councillor Brendan Young

Chapter 6.7, Additional PT4

PTO 2, add at end of point: “including the addition of Kilcock to the Iarnród Éireann urban fare system

83. Councillor Brendan Young

That we add new point, PTO 13:

To promote access to bus and rail services for people with disabilities.

84. Councillor Martin Miley

PTO 13 that we add-on including motorway junctions

85. Councillor Martin Miley

WCO 9 that we add-on incorporating the new blue way

86. Councillor Suzanne Doyle

Add WCO13: To support the development of further Sli Na Slainte Routes throughout the County.

87. Councillor Suzanne Doyle

Add WCO 14: To identify a palette of path surfaces that optimise pedestrian safety and are efficient for street cleaning and take a consistent approach in the implementation of same in the civic realm

88. Councillor Mark Lynch

6.5

That the council in conjunction with the NTA develop edge of town “drop off zones” whereby parents can drop their children and they can walk to school through town centres rather than cars blocking up main streets at intervals of the day.

89. Councillor Mark Lynch

6.10

That both Newbridge and Kildare Town are added to the cycle list.

90. Sinn Féin

Objectives: Walking and Cycling

It is an objective of the Council to:

provide horse trekking routes in Kildare.

It is an objective of the Council to:

provide appropriate "horse riding" signage in Kildare. There are signs for otters, deers etc. What about all the riders that hack our rural roads? We have an abundance of riding schools, livery yards, stud farms etc. Children and adults are out on horseback for a hack and there is little or no warning signage anywhere.

91. Councillor Pádraig McEvoy

WCO 3: To actively support measures that ~~increase community-based activities~~, promote walking and cycling as leisure, ~~and sports, tourism and utility activities that increase local interaction and reconnect local communities in high commuting areas of the county~~ (in conjunction with the relevant organisations and bodies) including:

The delivery of the Barrow Blueway by Waterways Ireland and associated works to enhance the sustainable use of the river and canal amenity areas. ~~in a manner and encourage cycling and walking.~~

~~Support in~~ The delivery of Greenway projects as specified in the Greater Dublin Cycle Network ~~(such as the Dublin-Galway initiative)~~ at suitable locations in Kildare which ~~encourage the development of the routes as a tourist amenity areas and encourage modal shift from vehicular to cycle/walk, enhancing linkages between towns within the county;~~

92. Councillor Pádraig McEvoy

WCO 3X: To actively support the implementation of the National Cycle Policy Framework, with a focus on encouraging a modal shift from vehicular to cycling modes.

93. Councillor Pádraig McEvoy

WCO 4: To identify new walking and cycling routes and linkages on all sites where new development is proposed to occur and to ensure that all streets and street networks are designed to ~~have due regard to~~ prioritise the movement of pedestrians and cyclists.

94. Councillor Pádraig McEvoy

WCO 6: To provide for safer routes to schools within the county and to ~~encourage~~ set local targets for walking and cycling as suitable modes of transport as part of the Green Schools Initiative Programme and other local traffic management improvements.

95. Councillor Pádraig McEvoy

WCO 8: To prepare a report on a cycle network for each of the major towns in Kildare consisting of the primary links identified in the Greater Dublin Area Cycle Network and local links, all in accordance with the National Cycle Manual. The report shall also identify pinch points on the links and propose draft widths and level of service of facilities.
~~complete a feasibility study of options for development of a Pedestrian/ Cycle network within Athy which take into account the opportunities afforded by the removal of traffic from the town centre on completion of the Athy Distributor Road.~~

96. Councillor Pádraig McEvoy

WCO 12: To develop the following specific cycle schemes (subject to funding from the NTA) as part of GDA Cycle Network Projects:

Greater Dublin Area Cycle Network Plan Urban and Inter Urban Schemes

Dublin Road Corridor Scheme Naas

Maynooth Town North South Corridor ~~Scheme~~ (Is this a scheme?)

Naas to Sallins

North Kildare Cycleway (Dublin –Galway Route) (Duplication from elsewhere?)

Barrow Blueway (Waterways Ireland) (Developed?)

Kilcullen Road (Proposed?)

Kill to Naas (Proposed?)

97. Councillor Pádraig McEvoy

WCO 10: Develop permeability and filtered-permeability schemes in order to promote active modes of travel and where appropriate, in conjunction with the NTA.

98. Councillor Pádraig McEvoy

WCO 11: Require that all new developments make adequate provision for the safe movement of pedestrians and cyclists in accordance with the principles set out in the Design Manual for Urban Roads and Streets 2013 and the National Cycle Manual.

99. Councillor Pádraig McEvoy

WCO X1: To set local targets for cycling in Kildare that are informed by national policy.

100. Councillor Pádraig McEvoy

WCO X2: To measure and publish annual reports on progress towards cycling targets.

101. Councillor Pádraig McEvoy

That the Council install pedestrian present sensors linked to push button crossing points to minimise interruptions to traffic flow when pedestrians are no longer present during the green pedestrian light cycle.

102. Councillor John McGinley

That we add the following to Motorways 6.6.1.:

It is an objective of the Council: To ensure that the M4 from Leixlip to Kilcock is resurfaced with low noise emitting tar macadam and that sound barriers are erected adjacent to residential areas.”

103. Councillor Fintan Brett

Under the heading of priority Road and Bridges I would like to propose that new Bridges be constructed on the Rathangan Rd to replace Victoria bridge and on the Caragh rd to replace the existing bridge which is now has restrictions on it, both bridges are over the River Liffey.

104. Councillor Rob Power

That we amend MO 2 and NRO 2 append the following sentence: “and subject to available funding that existing developments are supported with similar measures”

MO 6: Append the following sentence: “and being conscious of existing nearby facilities not to allow over supply”

105. Councillor Brendan Young

CH 6 -13, that we delete MO 8 and renumber others accordingly.

106. Councillor Martin Miley

NRO 4, that we add on and to look for solutions to developments that have been constructed without proper provisions of noise and light levels.

107. Councillor Martin Miley

RRO 1

Add-on after existing entrance. Or close Existing entrance and reopen dual entrance in a more appropriate location.

108. Councillor Martin Miley

New policy that is the objective to develop park-and-ride facilities at junction 4 M9

109. Councillor Suzanne Doyle

Add MO13:

To examine feasibility of delivering a pedestrian overpass of the M7 from the Cherry Ave site in Kildare town to the Irish National Stud.

110. Councillor Suzanne Doyle

LRO5: Amend To maintain and improve -all local roads utilising the annual road work programme in an equitable and efficient manner.

111. Sinn Féin

NRO3

Noise Reduction

"to have an objective that noise reduction surfaces be cyclically restored".

Rather than having us put in Motions when residents are complaining about the noise and then being told there's no money.

112. Sinn Féin

NRO3

Noise Reduction

"to have an objective that noise reduction surfaces be cyclically restored".

Rather than having us put in Motions when residents are complaining about the noise and then being told there's no money.

113. Sinn Féin

Chapter 6 RRI

To develop a northern distributor road in Athy

114. Councillor Pádraig McEvoy

Section 6.6

The road network will require improvement and careful management in order to:

Provide a safe and attractive street environment which encourage reduced vehicle speeds in urban areas and encourage people to walk and cycle.

~~Reduce~~ Balance traffic congestion on the existing road network where it exists or is predicted to develop (which will also have benefits for buses, pedestrians and cyclists and may improve access to the railway network);

Meet the road and transport needs of the county;

Facilitate access to key employment areas to and from the national road network;

Effectively improve and manage access to and from the national road network to facilitate all traffic and mitigate impacts on the national, regional, local road and street network;

Provide access to new communities and through development lands.

115. Councillor Pádraig McEvoy

RS 2: To improve safety on the road network and balance ~~reduce~~ congestion

116. Councillor Pádraig McEvoy

RS 3: To reduce waiting times for pedestrians at traffic signals to a maximum time of 60 seconds

117. Councillor Pádraig McEvoy

RS 1: To ensure that streets and road within the county are deigned to balance the needs of place and movement, to provide a safe traffic calmed street environment in accordance with the principles set out in the Design Manual for Urban Roads and Streets while meeting the needs of all road users ~~in terms of capacity and reduced congestion.~~

118. Councillor Pádraig McEvoy

RSO X1: To reallocate appropriate road space from motorised vehicles to sustainable modes of transport, in particular the active modes of travel.

119. Councillor Pádraig McEvoy

RSO X2: To limit the space allocated to vehicles at the entrance to private premises to a maximum of one lane entry and one lane exit, to enhance pedestrian movements.

120. Councillor Pádraig McEvoy

MO X13: To improve the road surface of the M4 to reduce noise pollution impacting on urban areas in particular.

121. Councillor Pádraig McEvoy

MO X14: To reduce flood risk on the M4 near Maynooth.

122. Councillor Pádraig McEvoy

Road & Street Networks

RSO 3: To ensure that the planning, design and implementation of all road and street networks within urban areas across the county accord with the principles set out in the Design Manual for Urban Roads and Streets (2013), the National Cycle Manual and other relevant standards where appropriate.

123. Councillor Pádraig McEvoy

6.6.3 Regional Roads

Regional roads link the principal towns in the county and surrounding counties. They also serve local traffic. They are generally unimproved "legacy" roads and a significant number carry a considerable volume of traffic. It is important for the sustainable economic and social development of the County that the carrying capacity of these routes are preserved. Rural regional roads have a Link function (i.e. inter-urban) whereas in urban areas they have generally two functions – a link function and a local function. (Check this) ~~Regional roads are defined as Link Roads in DMURS for urban areas.~~

124. Councillor Suzanne Doyle

PKO6: add, while ensuring sufficient appropriately located disabled spaces are provided for

125. Sinn Féin

6.6.1

To develop parking near motorways for pool sharing drives.

126. Councillor Pádraig McEvoy

Policies: Parking

It is the policy of the Council:

PK 1: To take a balanced approach to the provision of parking with the aim of meeting needs of businesses and communities ~~whilst promoting a transition towards more sustainable forms of transportation.~~

127. Councillor Pádraig McEvoy

PK X2: To minimise the impact of out-of-town parking on urban centre regeneration

128. Sinn Féin

6 RSO to include a local feel or uniqueness to each new road design in keeping with the natural streetscape so as to not to deprive the location of its identity.

129. Councillor Pádraig McEvoy

TM 1: To manage ~~and minimise the impact of~~ traffic congestion within the County to prioritise the movement of the maximum amount of people and good in the most sustainable approach, so as to free up road space for goods and people who have no choice other than private vehicle use.

130. Councillor Martin Miley

PL4 Additional policy

To develop a policy on rural lighting.

131. Sinn Féin

PLO - Public Lighting

To include policies, objectives and design guidelines to improve the image of Kildare's urban areas including the encourage of the appropriate provision of public art to enhance the public realm.

To ensure that HV furniture isn't in close proximity to housing and not positioned in common green areas.

132. Sinn Féin

6.10 Public Lighting

To develop a plan for lighting in rural Kildare.

133. Councillor Brendan Young

Chapter 6-23, that we insert new GA 1 and renumber accordingly:

To facilitate the development or expansion of air transport in Kildare only on the basis of evidence-based need, within an overall framework of prioritising environmentally sustainable modes of transport.

134. Councillor Martin Miley

GA 6 remove this policy as adequate provisions are in place under annex 14

135. Sinn Féin

Chapter 6-27

6.11.6 Stramillan Aerodrome

This paragraph mentions Dublin Gliding Club, however it is not yet operational.

Dublin Gliding Club is based at Gowran Grange Airfield, Punchestown, Naas, Co Kildare and might need its own heading and a 2.7k development curtailment radius in this area??

The Dublin Gliding Club is the only gliding club in the state. It operates out of Gowran Grange Airstrip, just south of Punchestown racetrack and has done for nearly forty years. There are approximately 3,000 aircraft movements there per annum (gliders and powered aircraft), and the club trains student pilots and tourists to fly gliders.

The field needs protection from encroaching development and tall obstacles similar to the other airfields in Kildare. It is not currently envisaged that the club is moving to Stramillan Aerodrome. The intention is to stay at Gowran Grange for the foreseeable future.

Chapter 7

136. Chief Executive's Amendments

Motions

137. Councillor Naoise Ó'Ceairúil

That all references to Irish Water include, “/the national water network body”, in the event that Irish Water is abolished during the lifetime of this plan.

138. Sinn Féin

To add “or similar water and sanitation board operating in the public interest” wherever “Irish Water” appears in the chapter.

139. Councillor Mark Stafford

That a new objective WQ 7 be inserted as follows "To work in conjunction with Irish Water in harmonizing water quality throughout the county in terms of levels of calcium and magnesium carbonates in public water supplies".

140. Councillor Rob Power

That we amend

WW 4: To include an additional line: “..to require developers with the exception of single dwelling proposals to consult with Irish water regarding available capacity”

WW 8: To include an additional line: “To require all new development with the exception of single dwelling proposals to provide...”

141. Councillor Mark Stafford

That objective WW 11 be amended to include "to facilitate group waste water treatment systems where feasible (subject to agreement with Irish Water) as an alternative to individual septic tanks".

142. Sinn Féin

Chapter 7-5 WW11

To ensure that changeover from septic tanks to collection networks in (all) (DELETE “ALL”) developments situated at edge of towns or villages, where this is feasible.....

And to add at the end the following sentence..... One off houses and small rural clusters of houses would be assessed on an individual basis.

143. Councillor Brendan Young

Chapter 7.7, SW 3 that we replace “considered” with “incorporated.”

144. Councillor Suzanne Doyle

Add SW 21:

To ensure that rural one off residential developments are conditioned to maintain existing drainage systems, particularly at access points to property.

145. Councillor Mark Lynch

7.8

That natural ditches and drains are inserted that they should be protected in village and town centres and on the edge of roadways and that attempts are made to inspect and clear them in areas where buildups are more common.

146. Councillor Suzanne Doyle

Add WDO9:

To require all outdoor large surface area such as car parking development, to use materials in construction that optimise natural surface water drainage.

147. Councillor Mark Stafford

To insert as part of objective WM 11 after the line "Any bring bank facility shall include receptacles for glass, cans and textiles" the following "and where practical receptacles for paper, cardboard, plastics, batteries, light bulbs and certain waste oils"

148. Councillor Suzanne Doyle

WM18

To effectively monitor the activity of all commercial waste management sites.
(Funding from the DOELG should be sought to support this service, particularly as this County services regional waste management requirements)

149. Councillor Suzanne Doyle

WM19

To encourage the delivery of intensive waste management sites in the interest of achieving critical mass that can deliver best practice and mitigate against the environmental risks posed through the operation of multiple sites within the County.

150. Councillor Suzanne Doyle

WM15

Amend '.....capacity in spreadlands, sufficient appropriate storage facilities,.....of these documents. All such activities should be subject to noise and air pollution mitigation measures and consideration for permission should have regard to adequate roads network to support such activity.

151. Sinn Féin

7.12 WM11 Operational hours for Bring Centres near residential areas should be confined to business hours of 8.30am to 5.30pm.

152. Sinn Féin

7.6.6

To develop a refund scheme for recycling as operating in Europe.

153. Sinn Féin

WM3 or EN3

To support the implementation of the Eastern-Midlands Region Waste Management Plan 2015-2021.... but to have policy in place to provide for waivers for carers in respect of pay-by-weight for the "landfill bin".

Chapter 8

154. Chief Executive's Amendments

Motions

155. Councillor Naoise Ó Cearúil

Section 1

That 1.3(x) in relation to Broadband includes, "A comprehensive plan will be devised by Kildare County Council, in partnership with telecommunications providers to make the extension of broadband services to rural areas achievable within the lifetime of this plan

156. Councillor Brendan Young

Chapter 8-2, ER1 refers. That we insert the words “and socially” after the word “environmentally”

157. Councillor Brendan Young

Chapter 8, ER 2 refers. That we insert the words “safety and” after the words “subject to”

158. Councillor Brendan Young

Chapter 8, ER 3 refers. That we insert the words “and socially” after the word “environmentally”

159. Councillor Brendan Young

Chapter 8, ER 7 refers. That we insert the word “community,” after the word “including”

160. Sinn Féin

Chapter 8.5

General Energy Policies.

Add as a policy.

It is a policy of Kildare County Council that any energy company that seek to develop intrusive projects in the county invest in the infranstructure of host communities so there are tangible benefits for people living in close proximity to such developments. This should include householders an community groups having access to subsidised electricity or other forms of green energy when the means of producing that energy is located in their vicinity.

161. Councillor Naoise Ó’Cearúil

WE 3 refers. Additional bullet-point to state, “the livelihood and well-being of Kildare residents”.

162. Councillor Rob Power

That we amend

WE 2: Change policy to read "To examine proposals for the development of wind energy to ensure such developments are proposed to operate in suitable locations in an environmentally sustainable manner and in accordance with Government policy."

163. Councillor Brendan Young

Chapter 8, WE 2 refers. That we insert the words “and socially” after the word “environmentally”

164. Councillor Mark Lynch

8.4

That this council does not propose large scale privately owned wind turbines within the county.

165. Councillor Mark Lynch

8.4

That this council will support any community led wind turbine operations in suitable locations.

166. Sinn Féin

Chapter 8-4, WE4

To add after business parks.... rather than large industrial wind farms, and to

167. Sinn Féin

Chapter 8-4, WEO1

To add...

Kildare County Council will ensure that all energy projects are carried out in partnership with host communities and will guard against the minimalist consultation that has been the case in the past and with current projects ie (Maighne)

168. Councillor Rob Power

That we add a new policy as “SE 5” Stating: To allow for the installation of up to 6sqm of solar panels without planning permission when directly attached to and for use in a private dwelling.

169. Sinn Féin

Chapter 8-6, SE3

To start paragraph with.... To encourage and incentivise,

170. Sinn Féin

Chapter 8-6, SE4

To start paragraph with.....To support, encourage and incentivise.....

171. Sinn Féin

New SE5?

That Kildare County Council supports microgeneration which allows energy consumers to become energy producers, and supports the concept that households and communities can get paid for excess power they generate and feed into the national grid.

172. Councillor Brendan Young

Chapter 8-7, From the second paragraph in the section 8.9 Bio Energy:
delete the fourth sentence, from: " AS new plant ... to ... carbon neutral".

173. Councillor Brendan Young

That we delete point: BE 4

174. Councillor Mark Lynch

8.9

That this council will work with Bord na Mona to attempt to re afforest its spent bogland's within the county in an attempt to have a future source of biomass for the county.

175. Councillor Brendan Young

That we amend EB 1 to replace the word "considered" with the word "incorporated"

176. Councillor Mark Lynch

8.11

That the council takes into consideration previous motions passed at full council and that we specify that all new built homes have some aspect of new technology installed which makes the home energy efficient with an aspect of this technology. E.g rainwater harvesting, solar etc.

177. Sinn Féin

Chapter 8-8 (8.12) GT3

That Kildare County Council investigate the possibility of geothermal energy collection in public green spaces with a view to Kildare County Council benefiting from selling energy into national grid...

178. Councillor Suzanne Doyle

TN15:

Motion to amend '..... that there is adequate electrical infrastructure an network capacity to provide a reliable supply to meet the projected needs as outlined in this plan of all those working and living in the county

179. Councillor Mark Lynch

8.10. – 8.11 – 8.12 – 8.15

That it is a policy of this council that all newly laid caballing, is a preference laid underground unless physically impossible.

180. Sinn Féin

Page 8.10

Removal of third Pointer...

“The facilitation of possible future interconnections with Britain or France.”

and replace with

Kildare County Council does not support Ireland becoming an off-shore wind farm for Europe

181. Councillor Rob Power

TL 7: Append following text “...and that all proposals located outside industrial lands should demonstrate an effort to camouflage the structure.”

182. Councillor Suzanne Doyle

TL3:

Motion to amend 'laying of key infrastructural services within towns and villages and where practicable encourage the efficient and shared use of said infrastructural services

183. Sinn Féin

8.14 Only as a last resort should free standing masts be located in residential areas or close to schools/hospitals.

It's not mentioned but before last resort, mobile phone cell "masts" should be encouraged to be placed on tall buildings and painted to blend in with that building, similar to the masts on top of the once Bewley's hotel at junction of N7 and Belgard Road. (They are barely noticeable)

184. Councillor Michael Coleman

8.15.1 to insert at the end of text in BR2.... "placing greater focus on areas that have a poor Broadband service

185. Councillor Martin Miley

BRO 1 Add in new policy to undertake to review the delivery of broadband throughout the county and identify the blackspots and to ensure that they are prioritised into departments of communication energy and natural resources

186. Councillor Suzanne Doyle

Motion to add

BR7: To require shared use of infrastructure by broadband providers, in the interest of delivering a more competitive market to consumers.

187. Councillor Mark Lynch

8.14 – 8.15

That all housing builders with projects of over 5 houses ensure that the most up to date fibre optic cabling is laid within the project for either immediate or future connection to broadband schemes.

Chapter 9

188. Chief Executive's Amendments

Motions

189. Councillor Naoise Ó'Ceairúil

That Maynooth is relocated in Table 9.2 from Tier 1 Level 3 Town Centre to Major Town Centre.

190. Councillor Mark Lynch

5.9

That Newbridge continues to be supported as busy retail town which attracts international brands to the town centre.

191. Councillor Mark Dalton

That Edmund Rice Sq. and Emily Sq. be added to the indicative core retail area for Athy.

192. Councillor Mark Lynch

9 – Table 9.2

That Newbridge is moved to the Major Town Centre area.

193. Councillor Daragh Fitzpatrick

Chapter 9 page 13 refers

Motion to add further policies on Maynooth retail development.

R20 That the expansion of Maynooth town centre be supported by a comprehensive traffic management plan that specifically examines the impact of purposed developments and facilities and its integration. The purposed improvements be delivered up front or in tandem with development.

194. Councillor Daragh Fitzpatrick

R21 That the primacy of Maynooth core town centre be protected through the redevelopment of underperforming sites and that the town centre not be eclipsed by exposed extension, Increased densities where appropriate in existing town centre will be facilitated and encouraged to achieve town centre consolidation.

195. Councillor Rob Power

To include the following as an additional Retail Objective:

To identify retail specific Unique Selling Points for each of the level 2 and tier 1 level 3 towns and to develop and market those USPs so as to increase the Levels of expenditure inflows to Kildare.

196. Councillor Suzanne Doyle

R 12. Recognising that the concentration of retail space in Newbridge is a key component of it's success, high density of retail floorspace will be accommodated and encouraged where appropriate.

197. Councillor Suzanne Doyle

R26 Motion to Amend 'To encourage the development of Kildare town as a key tourism destination centre through facilitating the development of complimentary independent retail outlets in the town centre and investigating the development of a co operative approach by existing land/ property owners in achieving an integrated tourism retail offering for the town centre.'

198.Councillor Suzanne Doyle

R32: that we add:

To encourage and respond positively to applications for retail and other town centre developments

199. Councillor Pádraig McEvoy

9.4.7 Hinterland Area: Tier 2 Level 3 Town Centres – Clane, Kilcullen, Monasterevin and Sallins

That the Council strengthen policies against inappropriate levels of lower-order retail outlets.

Mindful of the increased presence of budget retailers, betting shops and takeaway outlets which serve to undermine the profile and ambience of Core Retail Areas, that policies which are to safeguard against the over provision of non-retail and lower grade retail are strengthened. That particular consideration is made for smaller urban areas where limited Main Street frontages dominate the character of the settlement and where the over-provision of lower-order retail can have a negative impact on the local area.

Given the level of rural development in the hinterlands of the various town centres, that the policies recognised how mobility in the consumer is reducing loyalty to towns, particularly in towns where rural areas might have affinities with several of the surrounding towns. Accordingly, the overprovision of lower-order retail should be a significant factor in the decision about additional outlets of the same type.

That town and village centre renewal schemes place significant importance on high quality signage, frontages and the reduction of clutter in terms of overheard wires and street furniture.

200. Councillor Rob Power

To supplement 9.5.7

To examine the potential for state funding to acquire strategic vacant town centre sites with a view to providing council or community managed, shared space for independent retailers and service providers.

201. Councillor Rob Power

To supplement 9.5.10

To acknowledge the benefits of properly organised and timely casual trading and to facilitate it where possible in an effort to encourage town centre rejuvenation.

202. Councillor Suzanne Doyle

That we add

R37:

To facilitate and encourage the development of large convenience stores within town centre sites through the specific zoning of appropriate optimum locations within town centres that should be reserved for this function alone.

203. Councillor Suzanne Doyle

That we add R38:

To prohibit the co location of comparison floorspace retailers in large convenience store developments.

204. Councillor Mark Lynch

9

That village or town centre shop front facades should be kept over generic shop front facades.

205. Councillor Mark Lynch

9

That green hedges and trees should be paced over the new build of concrete walls or wooden posts within town and village centres to help the character of an area and prevent hard, unsightly surfaces.

206. Councillor Mark Lynch

9.18

That new retail within town and village centres do not stand out as a eyestore within the towns and that the facades and general buildings fit into the character of the town or village.

207. Sinn Féin

Retail

Add:

To have a policy prohibiting buildings on our Main Streets from becoming derelict.

208. Councillor Suzanne Doyle

9.5.11 refers, that we amend

'Such uses may include

Amusement/ Gaming Arcades (why are we including this when we have already outlined it as prohibited?), Include Off License as a lower grade retail use

209. Councillor Suzanne Doyle

That we add R 59:

That the ratio of floorspace dedicated to Non retail/ lower grade retail uses in core retail areas and other main streets, should not exceed x and where this is currently in breach any further applications that seek to concentrate such activity will be refused. x to be

determined by an assessment of current levels and consideration of what level might be deemed acceptable??

210. Sinn Féin

Add

"no gaming premises be permitted on our Main Streets"

211. Councillor Suzanne Doyle

9.5.13

Applications in Level 2 Major town or County Centre.

All applications should be required to demonstrate the retail impact for County, particularly towns in similar tier.

212. Councillor Mark Stafford

That objective RTO 8 to be amended to acknowledge that despite population growth that demand for retail space particularly in small towns and villages is declining and that alternative uses will be facilitated as required.

213. Councillor Suzanne Doyle

RTO 13: To support a diversity of retail offering in County and protect the sustainability of independent retail in the County.

214. Councillor Mark Lynch

9.23

That outdoor farmers markets are promoted within town and village centres if they are selling homemade or artisan foods and that these industries are fully supported within an appropriate area.

Chapter 18

215. Chief Executives Amendment's

Motions

216. Councillor Mark Stafford

Ch 18.2 Athgarvan refers .

To insert objective after AT 16 "To provide a cattle grid at the entrance to the town from the Curragh".

217. Councillor Suzanne Doyle

Athgarvan

At16: that we amend to read

To provide gateway speed deterrents and signage at the following locations.

218. Councillor Suzanne Doyle

Athgarvan

AT27:

To prioritise the connection to public WWTP, larger clusters of housing estates and to investigate the integration of such developments through the TIC of other such developments.

219. Councillor Suzanne Doyle

Athgarvan

That we add AT38:

To seek to secure lands to West of School, currently being used by local GAA sports club, for continued use as a community and recreational facility for Athgarvan from the Dept. of Defence.

220. Councillor Suzanne Doyle

Athgarvan

AT 40

Need to zone further community and educational land in plan, in order to increase options for delivery of AT40. The current proposals give no options for delivery and leave the objective vulnerable.

221. Councillor Suzanne Doyle

Athgarvan

AT41:

Need to zone appropriately located land for provision of services for care of elderly and children.

222. Councillor Mark Lynch

18.2

That Athgarvan is not a small town and is moved to Village category.

223. Councillor Mark Lynch

18.2 Map and details

That the Curragh plains, PNHA, is removed from F “Open space and Amenity” as it is not council or private land and is part of the Curragh plains.

224. Councillor Mark Lynch

18.2.7.3

That a number of shops is changed to two shops.

225. Councillor Mark Dalton

That consideration be given to the provision of additional zoned lands for **H** Industry & Warehousing and **Q** Enterprise & Employment in respect of the Small Town Plan for Castledermot.

226. Councillor Martin Miley

Castledermot

18.3 Castledermot Small town plan

18.3.6 Where it states seeking the retention of the historic street pattern together with the retention of stone walls throughout the town at add on where appropriate

227. Councillor Suzanne Doyle

Rathangan

RN 10: To reinstate zoning of lands to the South of town with boundary of C9, previously zoned in the last Rathangan LAP for provision of a step down retirement village.

228. Councillor Suzanne Doyle

Rathangan

RN 15: To favourably consider the development of residential uses for above the shop spaces in town centre

229. Councillor Suzanne Doyle

Rathangan

Water Supply:

Amend RN31:

To improve and expand the water supply to Rathangan through the provision of a water conditioning plant at source of Rathangan Well Fields in conjunction with Irish Water.