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Veronica Cooke,
Administrative Officer,
Forward Planning Section,
Kildare County Council,
Áras Chill Dara,
Naas,
Co. Kildare.

15th September 2015

Re: Kilcock Draft Local Area Plan 2015-2021 – Material Alterations.

Dear Sir/Madam,

The National Transport Authority (“the Authority”) welcomes the opportunity to comment on the Proposed Amendments that constitute Material Alterations to the draft Local Area Plan for Kilcock.

Section 19 of the Planning and Development Act 2000 (as amended by the Dublin Transport Authority Act 2008) provides that each planning authority within the Greater Dublin Area (GDA) shall ensure that its local area plans are consistent with the Authority’s transport strategy.

The Authority is preparing a draft Transport Strategy for the GDA for the period 2015-2035. This will provide a long-term strategic planning framework for the integrated development of transport infrastructure and services in the GDA. In advance of the adoption of the Strategy, the Authority bases its observations on Authority’s general objectives and the Authority’s Integrated Implementation Plan for the Greater Dublin Area 2013-2018.

The draft Local Area Plan is consistent with the Authority’s objectives, and is appropriate as the basis for the development of Kilcock over the plan period, subject to the Proposed Amendments being modified in accordance with the following recommendation.

The Authority notes the inclusion of zoned lands H 'Industry and Warehousing', and that a portion of those zoned lands are the subject of the proposal in Amendment 26 to zone for land-use 'R: Retail and Commercial', with an objective "to provide for commercial development - the purpose of this zoning is to provide a retail park for the sale of bulky goods and for office development only".

The Authority recognises that the Land Use Zoning Matrix in the draft LAP precludes convenience and comparison shops from consideration on lands zoned R. The zoning objective for lands zoned R that is presented in Table 12 should also include text which requires that the overall development of the site will not result in an intensive pattern of trips to and from the site, and that the quantity of car-parking that is provided will not facilitate trip-intensive development formats. This will assist the local authority at planning permission stage to secure the most appropriate uses for the site. The Authority seeks the inclusion of this measure due to the proximity of the site to the town centre of Kilcock, which is a more appropriate location generally for retail and office uses.

The Authority recommends that Table 12 is further amended as explained above, in order to ensure that the finalised Kilcock LAP is fully consistent with the Authority's objectives.

Yours Sincerely,



Michael MacAree

Head of Planning and Data Analysis.