

LEIXLIP TOWN RENEWAL MASTERPLAN

Proposed
Projects
February 2024



Kildare County Council
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Leixlip Town Renewal Masterplan

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Forward

Foreword

“A Town Renewal Masterplan is effectively a blueprint to guide the rejuvenation of a town or village. It is informed by robust analysis, including for example the historical context (urban morphology), urban ‘health checks,’ land use surveys, building use and condition surveys, analysis of movement patterns and facilities (pedestrian movement/footfall and vehicular movement), car parking analysis, architectural heritage appraisals and urban design character and it is generally supported by extensive public consultation. As part of the Renewal Masterplan process a number of priority projects are identified for delivery.”

Source: Kildare County Council Placemaking Strategies, Table 14.1, Kildare County Development Plan 2023-2029.

Although not a statutory document, the Masterplan is both supported by and supportive of the objectives contained in the Kildare County Development Plan 2023-2029 and the relevant Local Area Plans. The Masterplan is unique to each town and will focus on maximising the potential of the built and natural heritage by using existing assets to enhance their role as visitor destinations and helping to create new local employment opportunities. A tailored approach to each settlement’s regeneration will provide for the development and enhancement of their overall function and ‘unique selling point’ (USP) through the identification and implementation of priority projects.

The delivery of transformative projects, focussing on place-based change within the town centre, will facilitate the development of a high quality and people centred public realm that prioritises active modes of travel where possible.

The Masterplan should be viewed as a long-term plan of action (approx. 20+ years) which has been developed and agreed in consultation with a wide range of stakeholders from the town, the Elected Members and the relevant departments within Kildare County Council.

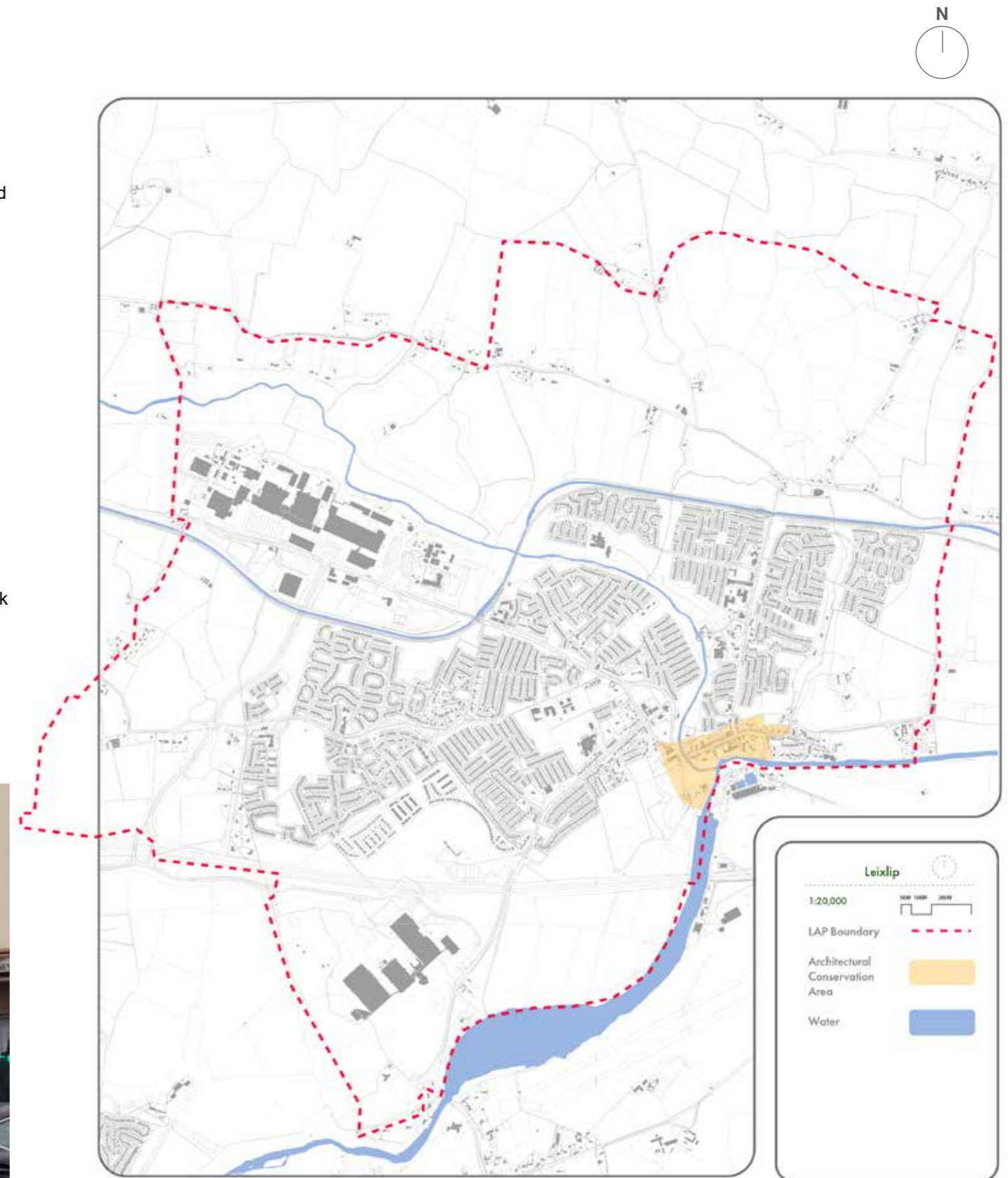
The Masterplan is vital to enabling Kildare County Council to access funding to deliver projects through the application process for URDF (Urban Regeneration Development Fund), RRDF (Rural Regeneration Development Fund) and Town and Village funding, where a greater priority is given to the funding of projects which are considered as part of an overall regeneration masterplan.

The projects identified for delivery are not in order of priority within the document, rather projects will be delivered when funding becomes available through the various town renewal funding streams, LPT (Local Property Tax) or in partnership with other Local Authority departments to leverage available funding from other work programmes.

It should be noted that the projects identified in the Masterplan are conceptual only at this stage and are subject to appropriate planning consents and further consultation processes prior to detail design stage.



View of Mainstreet from Captain’s Hill Junction



Map of Leixlip & surrounding area with LAP boundary and study area shown in red

1



Urban Design Analysis

Urban Design Analysis

Urban settlements contain many layers of complexity, therefore in order to develop a clear picture of the town, many strands of research are required. Our team carried out on-site analysis, which was then supplemented by desktop studies. Ahead of carrying out any work, the study area, as shown on page 5 was agreed with Kildare County Council.

Our analysis focuses on forming a detailed understanding of Leixlip Town framed through a strategic and historical analysis, a series of detailed studies into policies relating to the town and population / socio economic profiling. A movement analysis also presented the opportunity to understand how the town is used in the context of both vehicular and pedestrian movement.

Secondly, we have looked at how the buildings of the town are inhabited and how this affects the streetscapes. We have produced a series of quantitative maps which relate to urban massing, land use, vacancy and public realm culminating in the presentation of existing strategies and proposals in and around Leixlip Town.

This analysis has been conducted with the aim of not only determining how the town is organised but also to identify key assets and opportunities within the town.

- Morphological analysis to include historic and present day mapping identifying changes to the pattern of development over time including encroachment, block enlargement and/or subdivision.
- Assessment of the historical role and function of the town, designated areas ACAs, SACs, SPAs, RPS, RMP etc and the historical form and fabric.
- Movement analysis (vehicular, cyclist and pedestrian) and an analysis of the quality of existing streets (typology, hierarchy, enclosure etc).
- An assessment of walk-ability & accessibility, desire lines & permeability barriers, wayfinding & signage, traffic management & mode prioritisation and, car & cycle parking provision.

- Massing analysis (2D and 3D) analysis at varying scales to include an analysis of urban grain, block and street enclosure etc.
- Observational studies including public life analysis and assessment.
- Regeneration of the town centre core and an assessment of plot/ building use, ownership, diversity and vacancy within the study site boundary;
- Socio-demographic analysis including population and socio economic profiles; economy, employment & retail.
- Land-Use survey and analysis.
- Environment quality and infrastructure – footpaths (eg widths), roads, lights, streetscape / passive surveillance, street furniture, litter, crime (and data), noise.

The analytical work is underpinned by a rigorous consultation process which informed the propositions later in the document.

Strategic Context

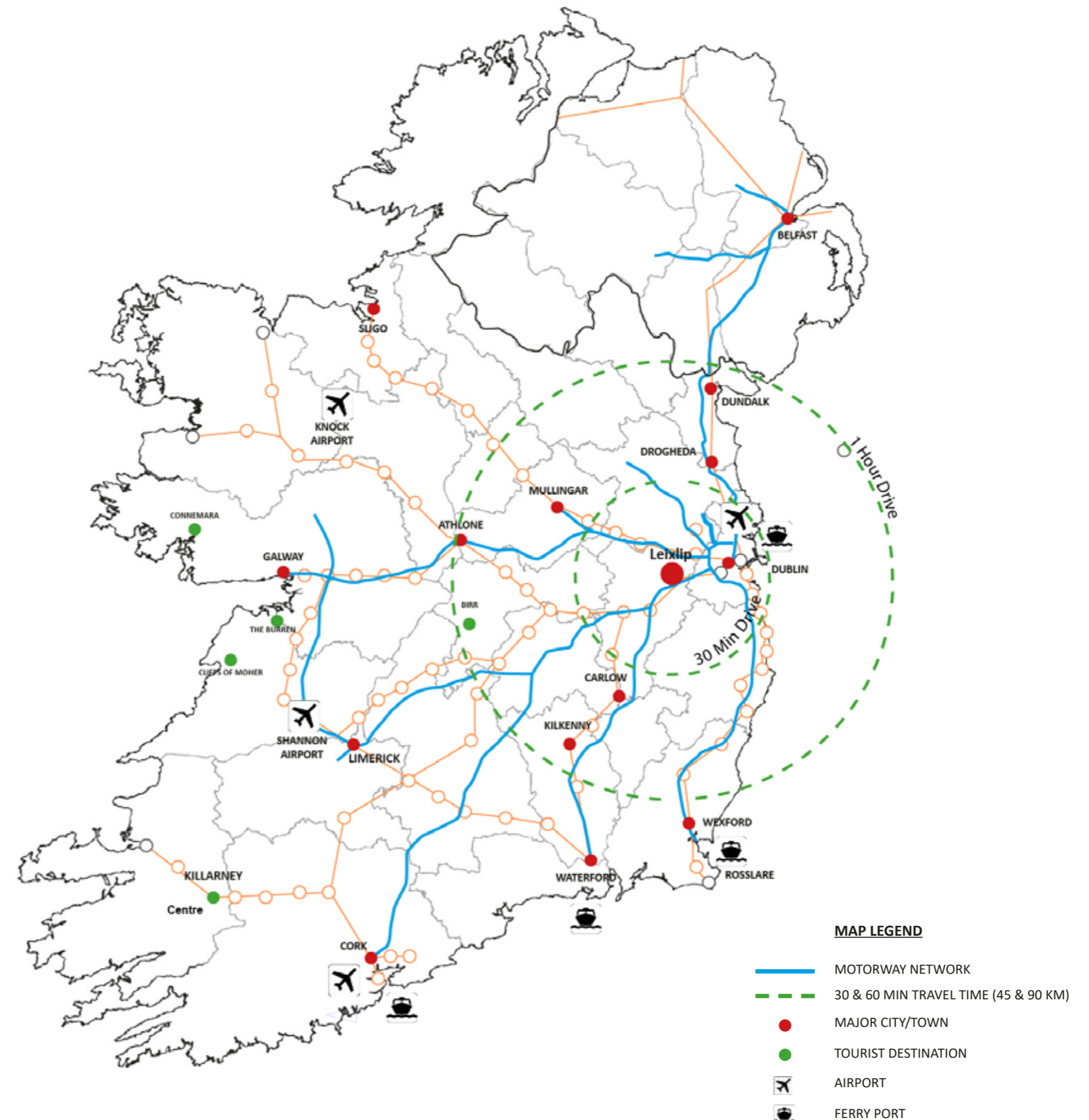
Leixlip, North Kildare developed at the confluence of the river Liffey and Ryewater and dates back to the 9th century. The town is located on the border of Fingal and South County Dublin situated 15km from Dublin City centre.

The Town is bypassed by the M4 Motorway to the South and can be accessed by the intersection on the motorway at the East and West Ends of the town.

The town is served by the Dublin – Sligo railway line, with two railway stations, Louisa bridge to the West of the Town and Confey station to the North of the town. Furthermore, The DART+ Programme will see the DART network grow from its current 50km in length to over 150km. Leixlip lies on the DART+ West line linking Maynooth and M3 Parkway to the City Centre. The DART+ Programme will deliver frequent, modern, electrified services within the Greater Dublin Area (GDA) and will improve connectivity to Regional towns and cities.

The town is focused around Main street which runs parallel with the Liffey, linking Leixlip to Celbridge to the West and Lucan to the East.

After the construction of a hydroelectric power station and the arrival of tech companies in the mid to late 20th Century the town grew rapidly to accommodate the growing workforce population



Leixlip in Ireland (strategic context)

Opposite: Satellite view of Leixlip with LAP boundary shown in red



Historical Development

Urban Morphology

Leixlip was established near the confluence of the rivers Liffey and Rye by the Vikings in the 9th century. Both rivers have played a significant role in the development of Leixlip and were key influencers in the location of early industry and employment at this location in the form of mills producing paper, flour, printing and timber.

There is a single crossing of the River Liffey to the east of the town at Leixlip Bridge, while the Rye Bridge crosses the River Rye at the western end of Main Street. Leixlip Town Centre is focused along Main Street which extends in a linear manner between these two bridges running parallel to the River Liffey to the south. Much of the town centre dates back to the mid-eighteenth century and retains its original character. (see 1837 map, page opposite)

Until the 1960s Leixlip could still be described as a rural town on the border with County Dublin. A Hydroelectric Power Station was built by the ESB in the mid-1940s. In the 1970's, and 1980's there was rapid expansion in Leixlip with the construction of new residential estates for local workers and commuters.

In the late 1980s close links and easy access to Dublin City were contributing factors in attracting multinational companies to Leixlip and in creating the existing industrial and employment zones to the west and south of the town. In 1989, Intel constructed its largest manufacturing plant outside of the United States in Collinstown. Since then Intel has invested approximately \$12.5 billion in the Leixlip site and employs more than 4,500 people at this location.

The Hewlett Packard site to the south of the town extends across 195 acres comprises of nine buildings with a total floor area of approx. 1.47 million sq ft. Current occupiers include Hewlett Packard Enterprise, Celestica, MGS, and Global Entserv Solutions. While these existing businesses provide a high level of employment within the plan area the overall HP site is currently underutilised with a significant level of vacancy within the built area.

In recent years, new residential areas have been developed to the west of the town off Green Lane. Retail and commercial units have also been developed alongside new residential areas while expanded recreational facilities have been developed along the Maynooth Road as the town expands to the west towards Collinstown. The physical constraints of the M4 motorway to the south, the railway and Royal Canal to the north and west and St. Catherine's Park to the east provide limitations for the further development of Leixlip.

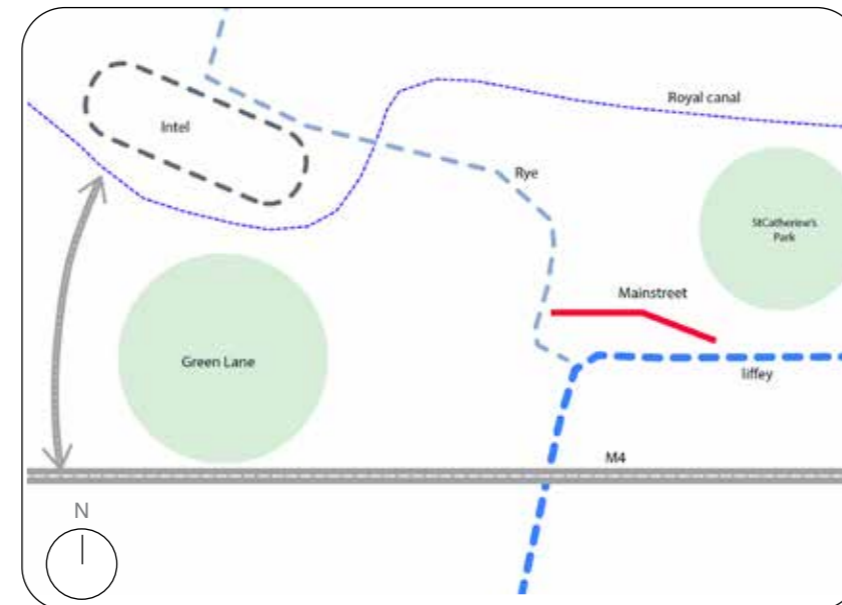
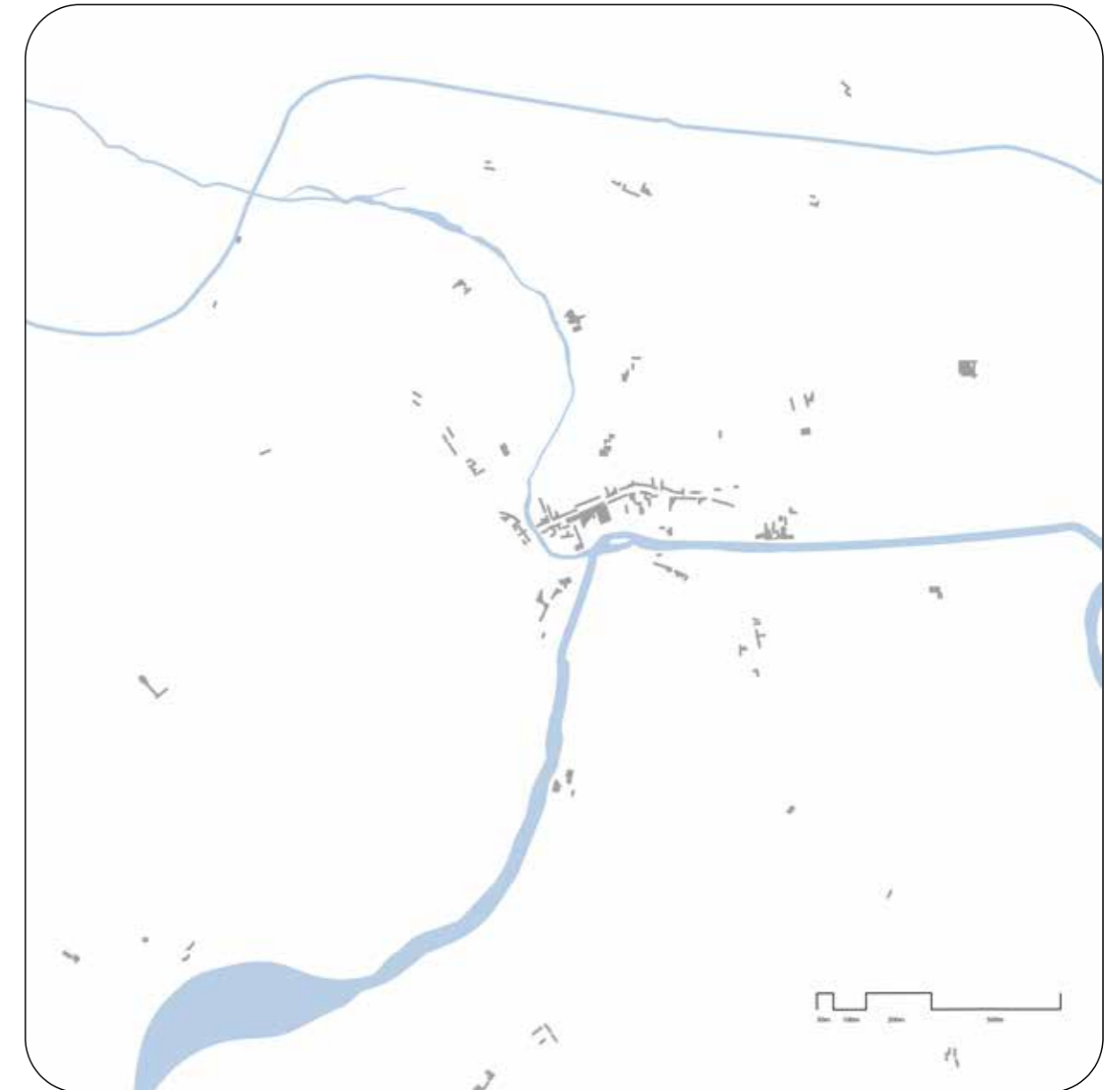
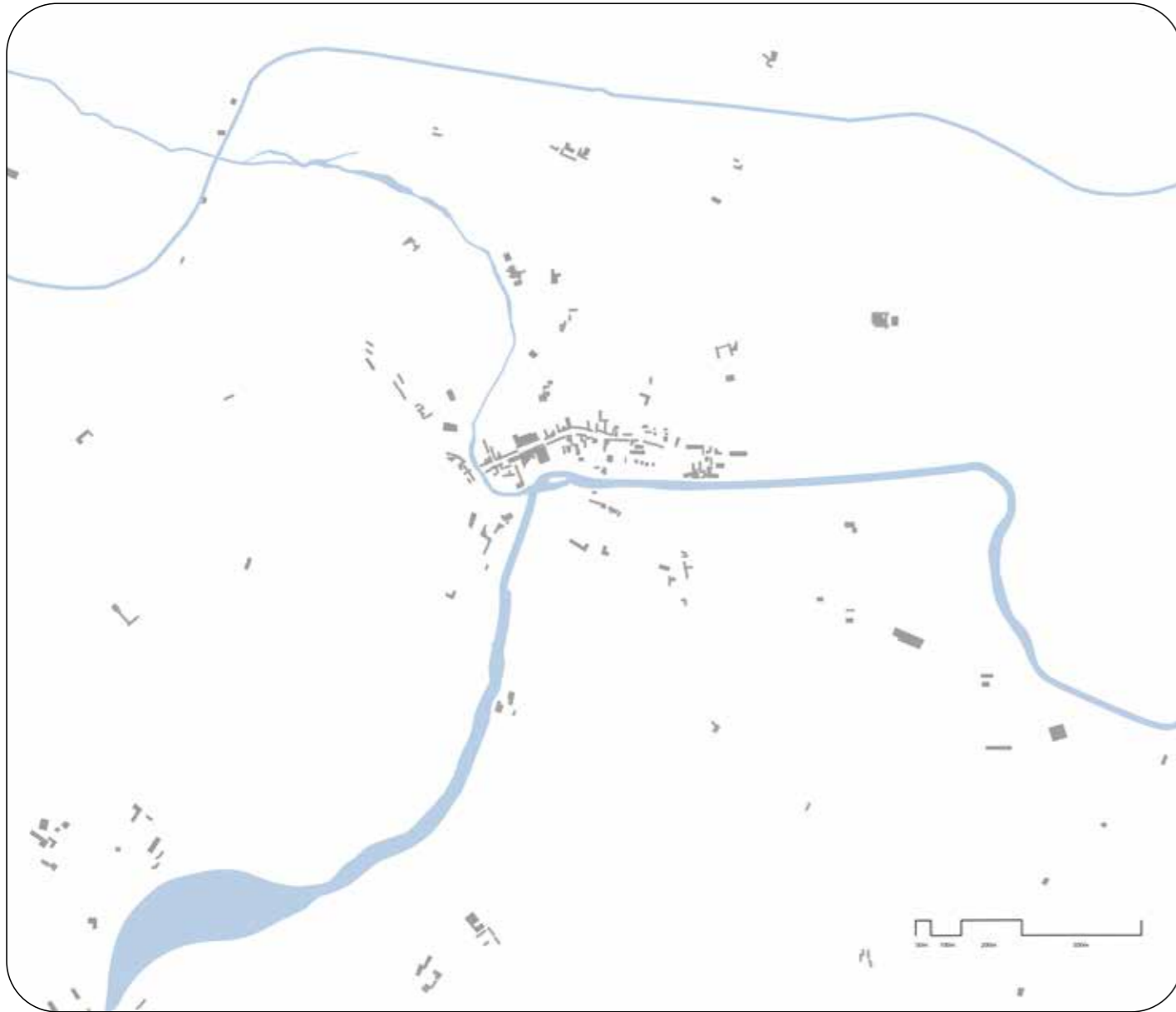


Diagram of Leixlip showing the constraints of the town



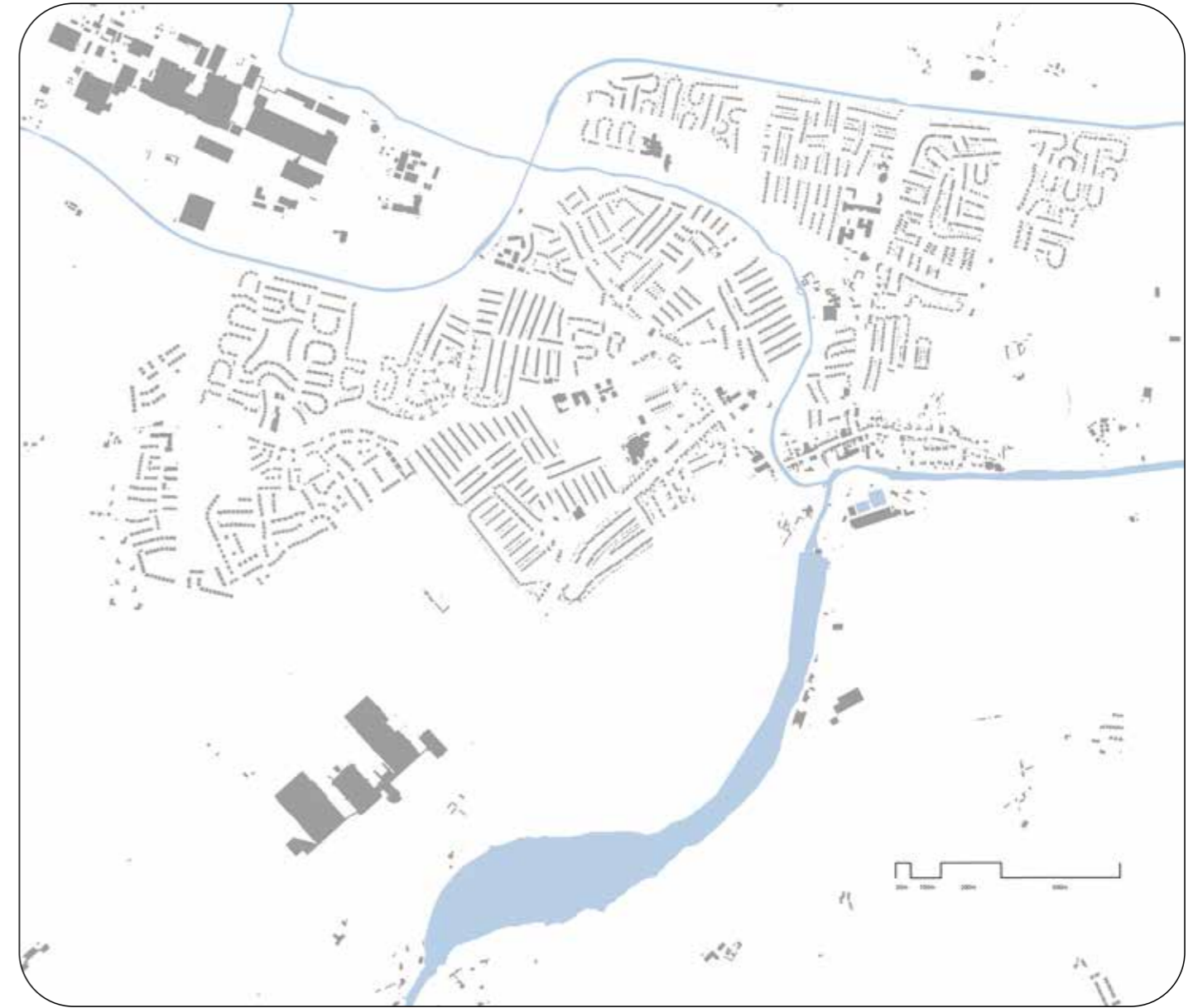
Leixlip 1837 Figure Ground Map

1837:
As we can see from this 1837 map, The modern Main Street was well established at this point, and has remained almost completely unchanged to today.



Leixlip 1940s Figure Ground Map

1940s:
 Little growth occurred in Leixlip over the next hundred years except for some small development towards the East of Mainstreet towards St Catherine's park and along key routes into and out of the town.



Leixlip 2019 Figure Ground Map

1980s-90s:
 Due to the Arrival of technology companies Intel and Hewlett Packard, the 80s and 90s were an extremely significant and prosperous time in the development of the town. The M4 was constructed to the south and made Leixlip a popular commuter town to Dublin. The combination of these factors led to rapid residential development of the Leixlip area. Large housing estates can be seen emerging and sprawling at this point.

2019
 The following 40 years saw the further expansion of Leixlip continue, with the development of town towards Confey and beyond Captains hill.

Historical Development

Significant historical Buildings

Leixlip Castle

Leixlip Castle is a perhaps the most important single structure in the development of the town. With the arrival of the Normans in Wexford in 1176, Strongbow gave the area of what is now Leixlip to Adam De Hereford. De Hereford kept Leixlip and gave the rest of the surrounding area to his brothers. The name Leixlip is a reflection of its Norman beginnings, "Lax Halup" meaning salmon leap in Norse. Here he built a stone, drum shaped castle where the rivers met, between 1181-1185.

Mainstreet

Mainstreet was built by the Normans, having settled there and built 12 houses forming the beginnings of the street. To the West the form has remained constant. The widening of the street toward on the mall was to accommodate the marching of cavalry towards the castle, hence why it is also known as "the parade"

In around 1755 a terrace of 8 houses "the mall" (see photo) were built over the small cobblestones which formed the street, these cobble stones are visible at points today most notably outside Rye cottage nearby. The various uses of the building on Main Street were documented in 1793, the street was home to industrial and agriculture workers, often at least two families to a house. Among these were also millers, smiths, farriers, a brewer and distillers, artist, a school, a watch house and constabulary, apothecary, grocers' pubs, penny library, dispensary, poor house, market house, bakery and post office.



Richard Moynan's Military Manoeuvre, a scene on Main Street Leixlip



Leixlip Main Street, circa 1900



Leixlip Main Street, recessed mall as it is today



View looking at Main Street from Rye bridge of Richard Moynan's Military Manoeuvre location, today



Leixlip Castle, today

Captains Hill

The road runs North, perpendicular off Main Street. It was built to provide access to Leixlip house in around 1750 and then to Newtown Hillhouse and Confey. Before 1750 the road to Dunboyne ran via Sileachán lane from the black castle on Mill Lane to Dunboyne. With the construction of the royal canal in 1794, and construction of Cope Bridge the old road was terminated. In 1882 rev Cesar of Newton House left the house to his brother Captain James, hence the name "Captains Hill"



Leixlip House on Captains hill

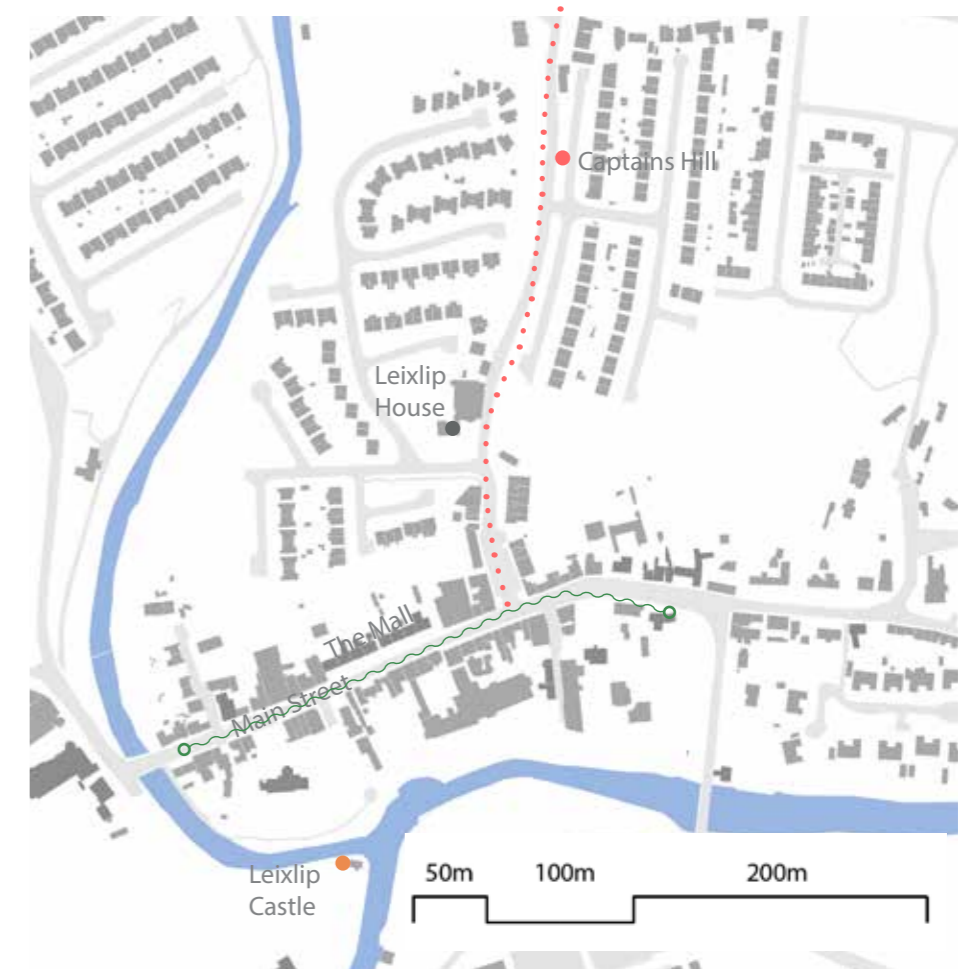
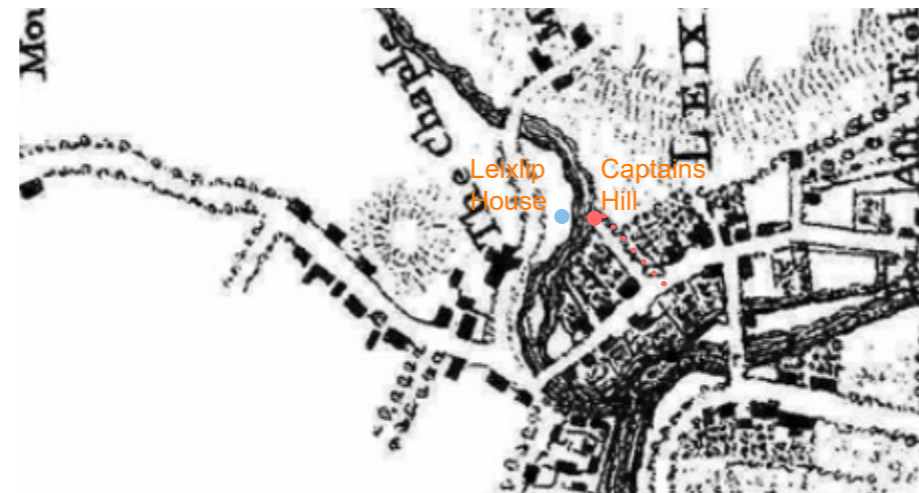
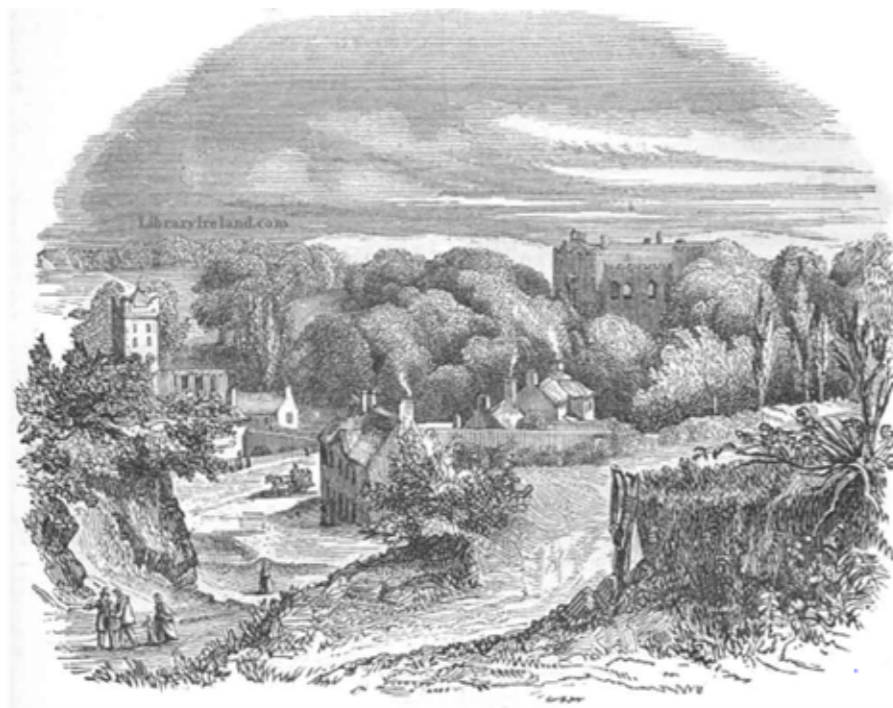


Diagram of Leixlip today



1760 map of Leixlip showing captains hill only extending as far as Leixlip house



Drawing of 18th Century Leixlip, showing leixlip castle, libertyireland.com



Captain's Hill around 1900



View down Captains hill to Main Street (November 2019)

Historical Development

Significant historical Buildings

St. Catherine's Park

St Catherine's dates back to the time of the Anglo-Normans in Ireland. In 1219, the Norman landowners, Warrisius de Peche, of the Manor of Lucan and Adam de Hereford, Lord of Leixlip, (Strongbow's right-hand man, and the Norman knight responsible for the construction of Leixlip Castle in 1172) granted to the brethren known as the order of the canons of St. Victor, the lands of St Catherine's.

St Catherine's position in relation to Mainstreet is particularly interesting and perhaps suggests importance in relation to the development of the town layout which is similar to other Kildare towns such as Celbridge and Castletown House.

The park remained in private ownership. In 1798, a new house was built, called St. Catherine's Park, to the design of Francis Johnston. This was to replace one burnt down. He also designed the gate which can still be seen in the park today. The house is currently a hotel.

After a failed attempt to get much of the land rezoned for housing by three land owners – an attempt that sparked a massive campaign to stop the rezoning – the state stepped in and purchased the bulk of St. Catherine's Park in 1996 to be used as a public amenity



Lucan Demesne, by Thomas Roberts, a painter working in the mid-to-late 1700s



St Catherine's House 1792



Map of Leixlip showing the relationship between St Catherine's park and Mainstreet



Francis Johnston designed Gate

Conolly's Follies

The Castletown follies were built after the death of William Conolly by Katherine Conolly, widow of William, near but not on the Conolly Demesne.

The Follies comprise both the Wonderful Barn & the Obelisk (Conolly's Folly)

Perhaps the most interesting thing about the follies, is the story of their construction. The construction process was a philanthropic effort in itself to provide desperately needed employment for local families during a time of horrific poverty during the famine of 1740-1741.

The Wonderful Barn

Although technically in Lexlip, is on the land of the Conollys. The Barn served many purposes, The first being its construction as mentioned, as a philanthropic effort

The building of the barn itself provided employment and income, and the barn would act as a grain store, if the famine continued. The conical corbelled stone design of the barn is highly unusual and although not confirmed, it is believed to be inspired by Indian grain stores that the Conollys may have encountered on their travels.

The surrounding buildings are thought to be accommodation for the staff and also some small, similarly conical shaped Dovecotes (pigeon houses) Halls Folly or the bottle tower is a pastiche of the Wonderful Barn in Rathfarnham.

The Obelisk (Conolly's Folly)

Similar to the Wonderful Barn, served multiple functions, one of which was also through its construction it aimed to provide a source of income for families in times of hardship. "the structure cost £400 to build and workers earned half a penny a day" Also noted is how the stone was transported hand to hand. A "human chain" was formed from a quarry in Lexlip to the site.

The monument served as a rear entrance gate to Castletown house. Comprised of several arches and an obelisk reaching 42 metres high, the structure was completed in the winter of 1740. Richard Castle, the architect known for designing Leinster house was commissioned by Katherine Conolly to design the monument.

The strangeness of the folly continues with its decoration. Pineapples and eagles adorn the pillars, The former were seen as exotic and luxurious signs of sophistication and affluence.

The third function of both the Barn and Conolly's Folly is as a beautiful object, with uninterrupted views from Castletown house as seen in the map opposite.

Unfortunately this visual relationship between Castletown House & the follies has been permanently compromised by the M4 motorway which directly cuts through the path.



The Wonderful Barn and surrounding buildings as they are today



Maps showing the visual relationship between castletown house and the follies



The Wonderful Barn as it is today



Conolly's Folly, as it is today with a metal fence surrounding it.

Urban Design Analysis

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- Working with Policy
- Background Reports (prepared by MacCabe Durney Barnes)
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- Key Findings: Leixlip Pedestrian Report

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- Pedestrian
- Cycle Network
- Public Transport
- Vehicle Movement

Urban Grain & Sections

- Town Centre Analysis: topography

Land Use & Vacancy

Public Realm



View looking east along Main Street from Captain's Hill

Background Planning Report

Working with Policy

A number of policy documents have been analysed and evaluated as part of the development of this Town Renewal Masterplan. Detailed within the appendix the documents listed below fall under three categories all informing the growth of Kildare Town.

These are as follows:

National Policy

- Project Ireland 2040 - National Planning Framework
- Smarter Travel- A Sustainable Transport Future 2009-2020
- Design Manual for Urban Roads and Streets 2013
- Urban Design Manual 2009
- National Heritage Plan
- All Ireland Pollinator Plan 2021-2025 – Councils: Actions to help Pollinators
- The Climate Action Plan 2023 (CAP23)
- Town Centre First - A Policy Approach for Irish Towns
- Places for People - (National Policy on Architecture) 2022.

Regional Policy

- Regional Spatial and Economic Strategy for the Eastern Midland Regional Assembly, 2019 -2031
- Transport Strategy for the Greater Dublin Area 2022-2042

Local Policy

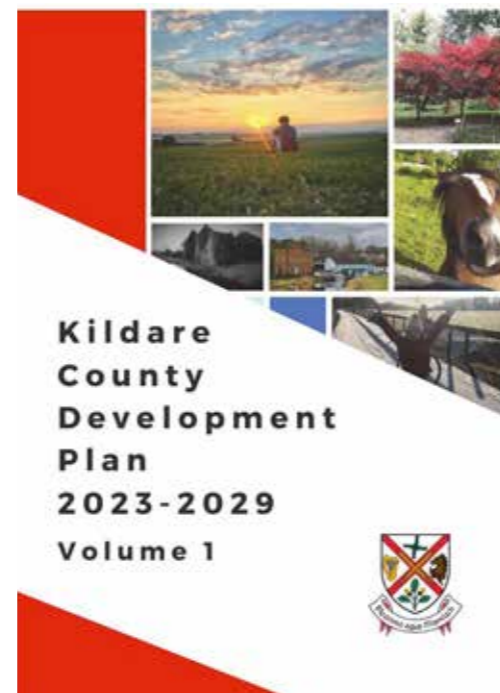
- Kildare County Development Plan 2023-2029
- Kildare – Culture and Creativity Strategy 2018-2022
- Kildare Local Economic and Community Plan 2016-2021
- Kildare Heritage Plan 2019-2025
- Green Infrastructure in Kildare, 2017-2023
- Leixlip Local Area Plan 2020-2023
- Leixlip Architectural Conservation Area (Kildare CDP 2023-2029)



Project Ireland 2040



Greater Dublin Area Transport strategy 2022 - 2042



Kildare County Development Plan 2017 - 2023



Leixlip Local Area Plan 2017 - 2023

Background Planning Report

Key findings: Socio-Economic, Retail and Tourism

MacCabe Durney Barnes and Metropolitan Workshop were commissioned by Kildare County Council to prepare an urban design analysis and a town renewal plan for Leixlip. As part of the plan preparation, a background report was prepared to inform the further stages of the project. This background report includes the following:

The report examined the following:

- A socio-economic profile of the settlement covering population, age profile, employment, travel and a review of population projections in accordance with the County Development Plan Core Strategy.
- Retail and economic review which considers key retailing, economic and other factors affecting the town and the broad catchment areas and function of the town.
- Strengths, Weaknesses, Opportunities, Threats (SWOT) analysis of the town.

Strengths

- Presence of natural and built heritage such as the Wonderful Barn, Leixlip Castle, Rye River, River Liffey etc.
- Serviced by two train stations at either end of the town.
- 21.1 km west of the Dublin City Centre
- Large multi-national company with plans for expansion

Weaknesses

- Congestion in the town centre
- Vacant sites
- Lack of retail services and stores in the historic core
- Lack of restaurants, cafes etc
- Parking issues on the Main Street
- Lack of interaction with Intel campus
- Lack of congregational spaces in the historic core

Opportunities

- Development potential for neighbourhood centres
- Potential to generate tourism economy owing to development around the Wonderful Barn, Water sports and tourism and development of heritage trails
- Development of recreational and leisure spaces
- Potential for hotel and restaurant development to serve main tourist attractions

Threats

- Economic downturn
- Online retailing
- High level of outward commuting

SWOT (Strengths Weaknesses Opportunities and Threats) findings from MacCabe Durney Barnes) Background report

Background Planning Report

Pedestrian Study

In March 2020, MacCabe Durney Barnes carried out a pedestrian and observational study in Leixlip Town to assess pedestrian and non-motorised movements in and around the town centre. The survey investigated six points (A-F below), to carefully assess the pedestrian footfall and activity involving movement tracing of pedestrians at intervals over a number of days.

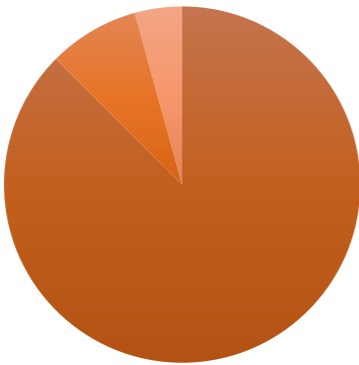
The key points were namely:

- A Our Lady's Nativity Church, Station Road
- B Aldi, Station Road
- C Spar, Main Street
- D Black Angel, Main Street
- E Supervalu, Captain's Hill
- F Mill Lane Junction

• The recorded pedestrian and bike patterns highlight that the movements in and around Main Street are higher on weekdays. The movements recorded on the weekday were 33% higher than the weekend day. The recorded footfall and significant differences in numbers suggest a high inflow of workers during the week which influence pedestrian counts and may suggest a lack of activities for the local population to engage with at the weekend.

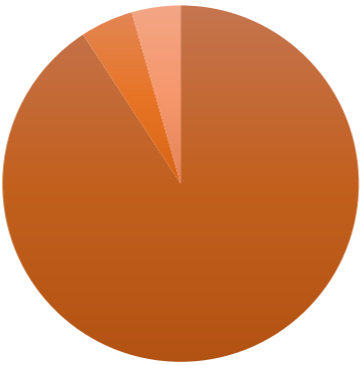
- The benches placed at the bus stop near St.Mary's Church, Main Street was noted to be in heavy use.
- The lack of formal pedestrian crossing(s) at the Main Street /Mill Lane Junction (survey point E) is highlighted given the level of pedestrian movements observed.
- The pedestrian signal time at the junction near AIB bank (survey point D) has also been noted to impose longer waiting times for pedestrians. Consideration may be given to reviewing pedestrian waiting times given the high level of pedestrian movement.
- A higher number of cyclists were observed during peak hours. The cyclists were observed to be cycling on the footpath at instances. The absence of cycle infrastructure is highlighted.
- Currently, movements on Main Street are generated principally by Aldi, Spar, the Credit Union, pharmacies, AIB and Bank of Ireland.
- The movements in and around Supervalu and the Leixlip library were moderate. The Confey Urban Design Framework seeks to support increased activities north of Confey Train Station.

Chart 1: Breakdown by mode Thursday 05.03.20



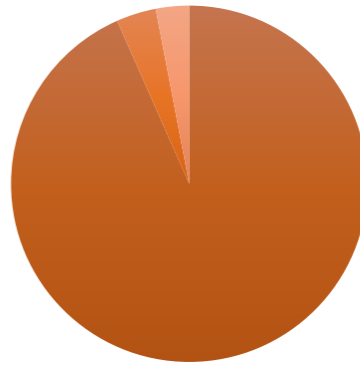
■ Pedestrians ■ Buggies ■ Bikes ■ Wheelchairs

Chart 2: Breakdown by mode Wednesday 11.03.20



■ Pedestrians ■ Buggies ■ Bikes ■ Wheelchairs

Chart 3: Breakdown by mode- Saturday 14.03.20



■ Pedestrians ■ Buggies ■ Bikes ■ Wheelchairs

Example of how gathered data was broken down by MacCabe Durney Barnes

Architectural Conservation Area

An area in the historic core of Leixlip has been designated as an Architectural Conservation Area (ACA) in the Kildare County Development Plan 2017 - 2023.

An ACA is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or contributes to the appreciation of protected structures.

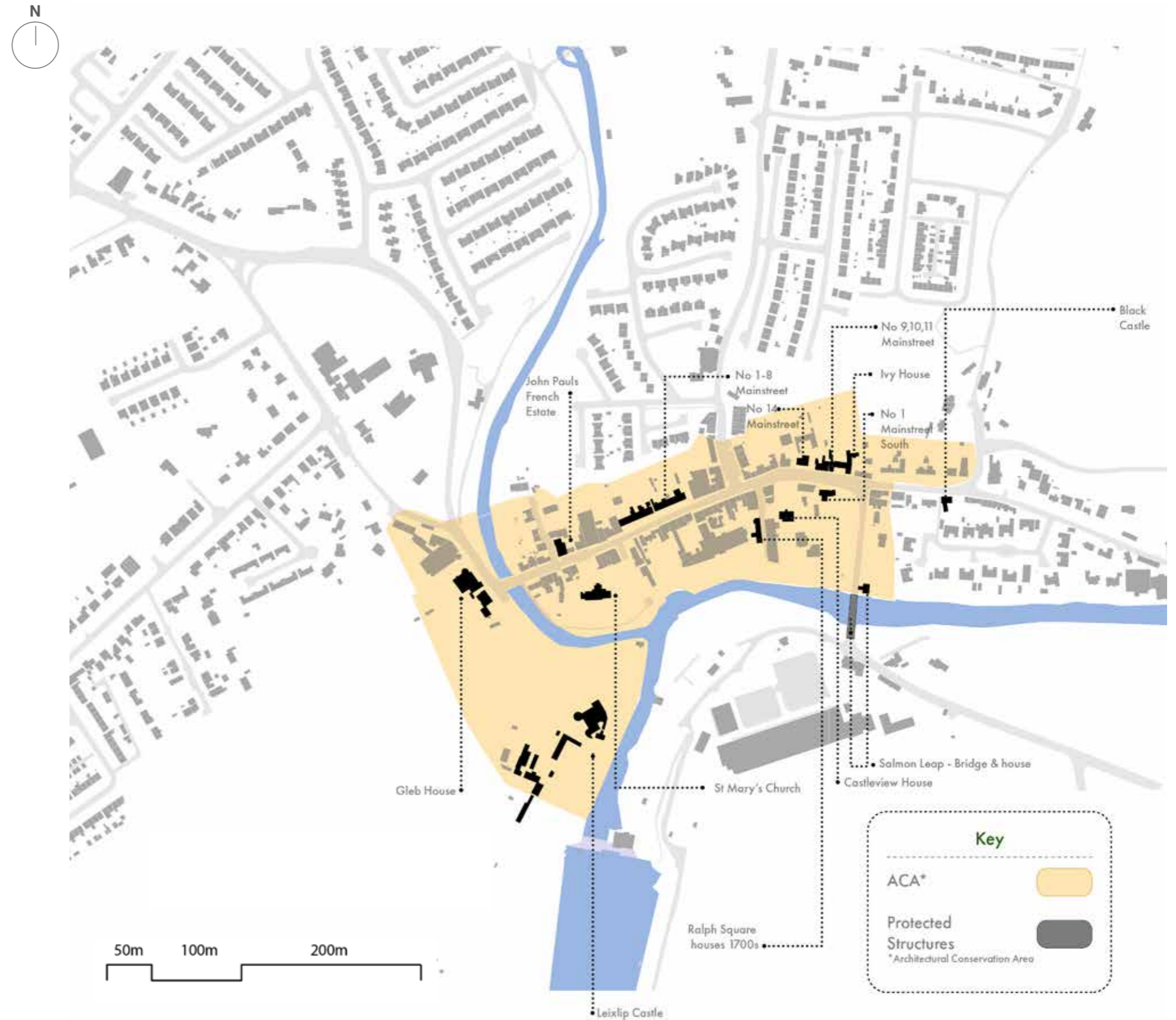
It is the policy of the Council to preserve and enhance the historic character and visual setting of the Leixlip Architectural Conservation Area and to carefully consider any proposals for development that would affect the special value of the area.



Glebe house



No 1 - 8 main street on the Mall



Map showing protected structures and Architectural conservation area for Leixlip

Movement

Introduction

A movement and permeability analysis has been undertaken to better understand the existing hierarchy of transport nodes. Given the town's mainly linear street pattern it should stand to reason that the town is relatively easy to navigate and of a scale which promotes pedestrian and cycle usage. There are however often impediments to such movement owing to an over-reliance on private cars.

The following analysis is structured in the following order:

1. Pedestrians
2. Cyclists
3. Public Transport
4. Private Cars

Key destinations/attractors

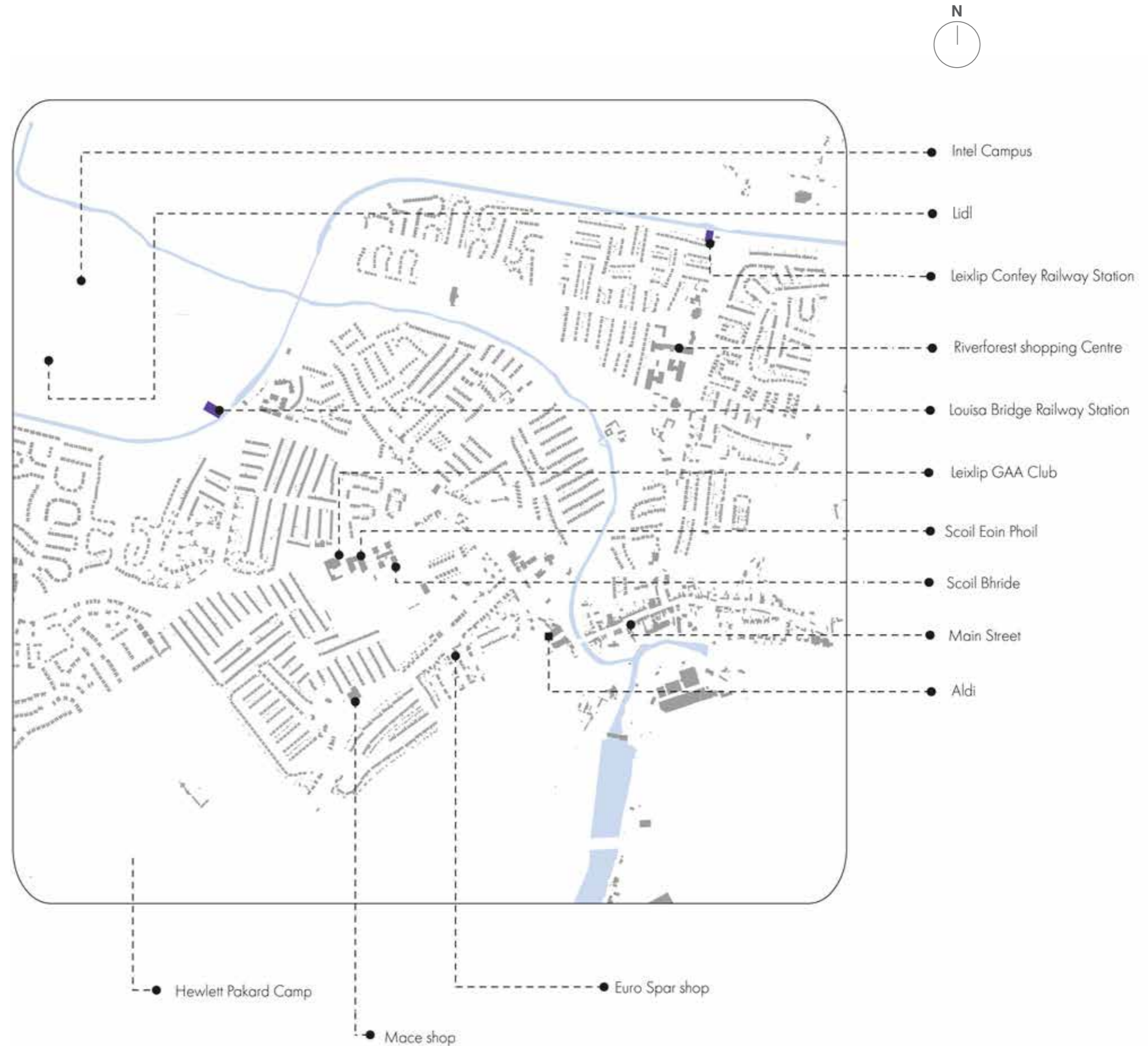
There are a number of areas around Leixlip that have been identified as key nodes due to the high levels of use in the area.

Main street is the primary thoroughfare, being the centre of the town with numerous shops, pubs, businesses and restaurants located there.

Large shopping areas outside of town such as supermarkets like Lidl, on the Maynooth road, Aldi on station hill and SuperValu in the River Forest shopping centre are also categorised as main thoroughfares.

During the week the areas surrounding the local schools, such as Green Lane are extremely busy at certain times of the day.

There are a number of smaller shops that have identified as thoroughfares, such as Mace and Euro Spar.



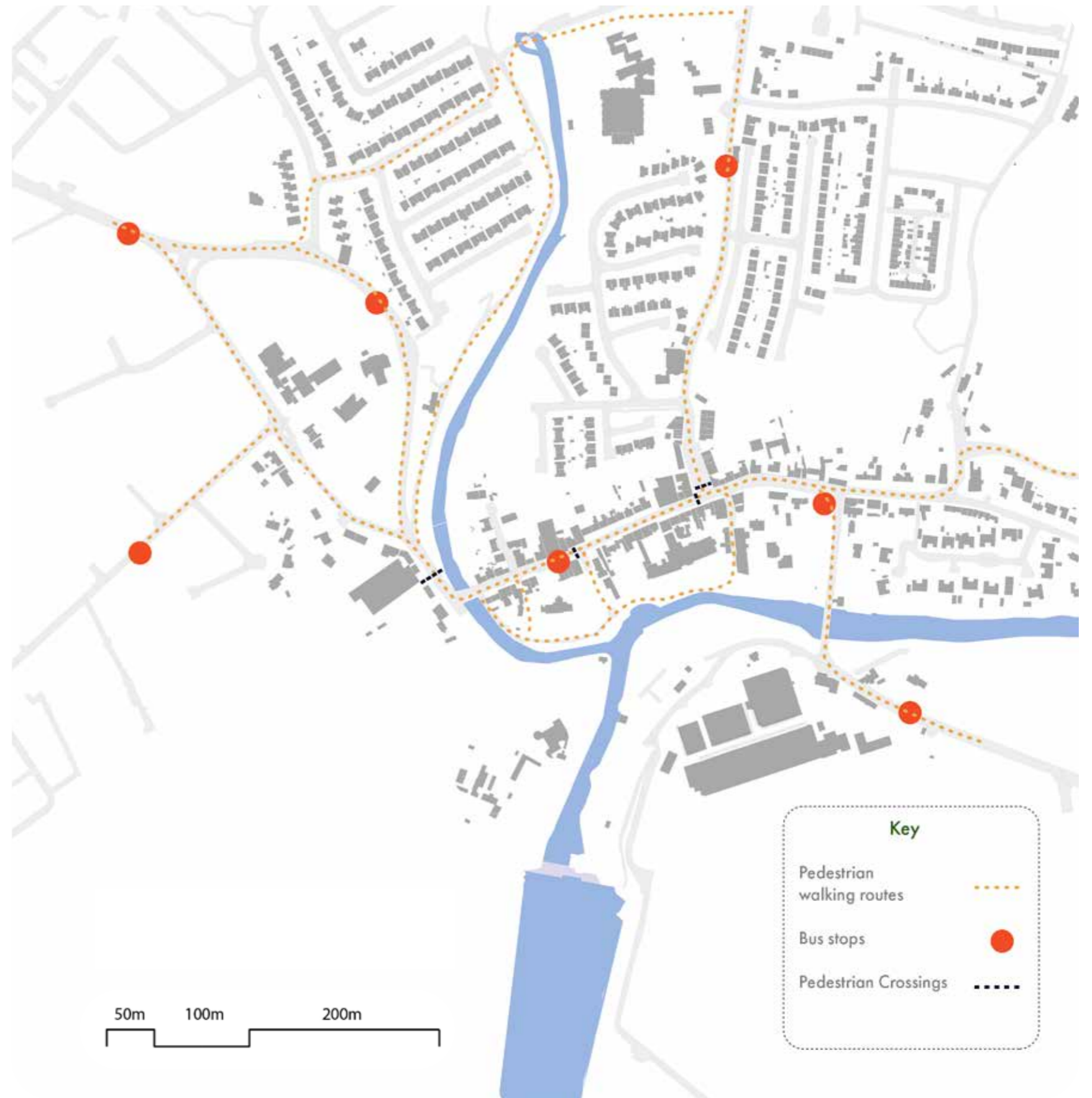
Movement

Pedestrian

Leixlip has a well-developed pedestrian network. The quality of footpaths is generally good, with some notable deficiencies in continuity and the quality of off-road pedestrian routes in particular. The town centre would benefit from additional crossing points at either end of Main Street. The pedestrian environment at the junction of Main Street and Captain's Hill could also be improved. The Council are continuing to implement footpath improvements with priority being given to busy routes and crossings.

There are a number of off-road pedestrian routes in / around the town - many of which follow the Rye Valley, Royal Canal, Síleacháin Valley and within/around St Catherine's Park. Some of these routes have been marketed as health trails "Slí na Sláinte". This includes 3 no. Slí na Sláinte walking routes in or around the town (St. Catherine's Park Slí, Leixlip West, and Leixlip-Lucan Demesne); another links Leixlip to Celbridge (Celbridge Leixlip).

As seen on the map opposite (p23) walking radii have been placed at three points in the town to see how "walkable" Leixlip town centre is. The three points are: Mainstreet, Louisa Bridge Railway station & Leixlip-Confey Railway station. It should be noted that the times indicated are "straight line" walking distances. Actual walking distances will be impacted by topography, connectivity, block structure etc. The drawings indicate that the town has a walkable scale with an acknowledgement that cycling and walking facilities can be improved.



Main walking routes in Leixlip town with pedestrian crossing points noted



Travel Distances, walking radii, Leixlip town centre

Movement

Cycle Network

Bicycle:

Existing cycleways in Leixlip include the grade separated cycle path linking Castletown and Leixlip along the R449. Other cycle facilities along Station Road and sections of Green Lane (L5058) are immediately adjacent or incorporated into bus lanes. There are also informal cycle routes to Lucan via St Catherine's Park; and to Castletown via Parsonstown. The Greater Dublin Area (GDA) Cycle Network Plan identifies a network of intra-urban and urban cycle routes across the GDA. Leixlip is located in the North Kildare Sector Town Cycle Network. The key routes proposed for this sector of relevance to Leixlip are:

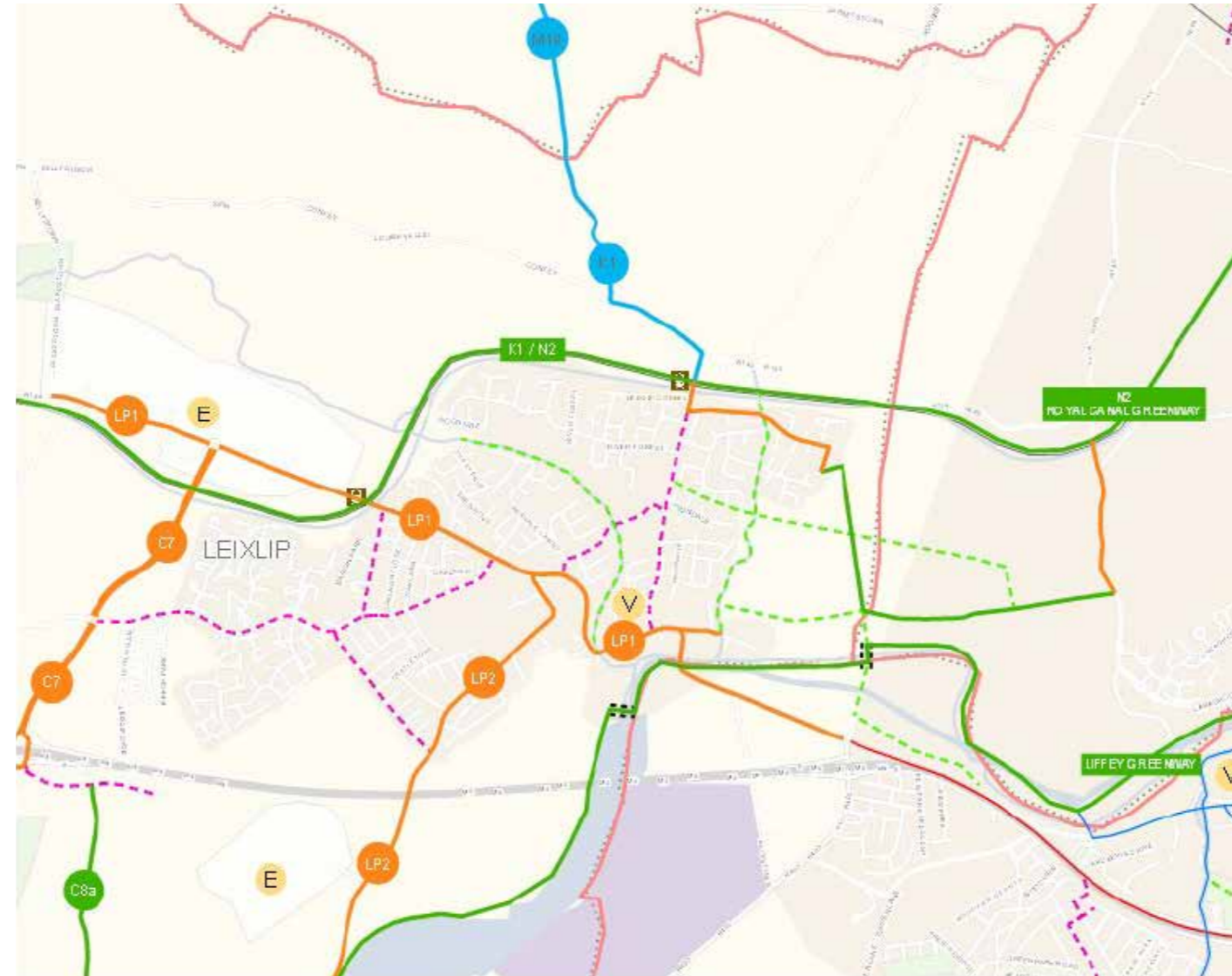
Royal Canal Greenway;

Main Street and Maynooth Road to Intel Plant cycle route; Barnhall Road to Celbridge via Castletown Demesne cycle route.

Overall permeability and connectivity of pedestrian and cycle routes between destinations and communities in the town is poor primarily because of the limited number of crossing points over the Rye Valley, Royal Canal and railway line. Pinch points such as Captain's Hill also restrict permeability and connectivity

The Greater Dublin Area (GDA) Cycle Network Plan outlined in Lexlip Local Area Plan identifies a network of intra-urban and urban cycle routes across the GDA. Leixlip is located in the North Kildare Sector Town Cycle Network. The key routes proposed for this sector of relevance to Leixlip are:

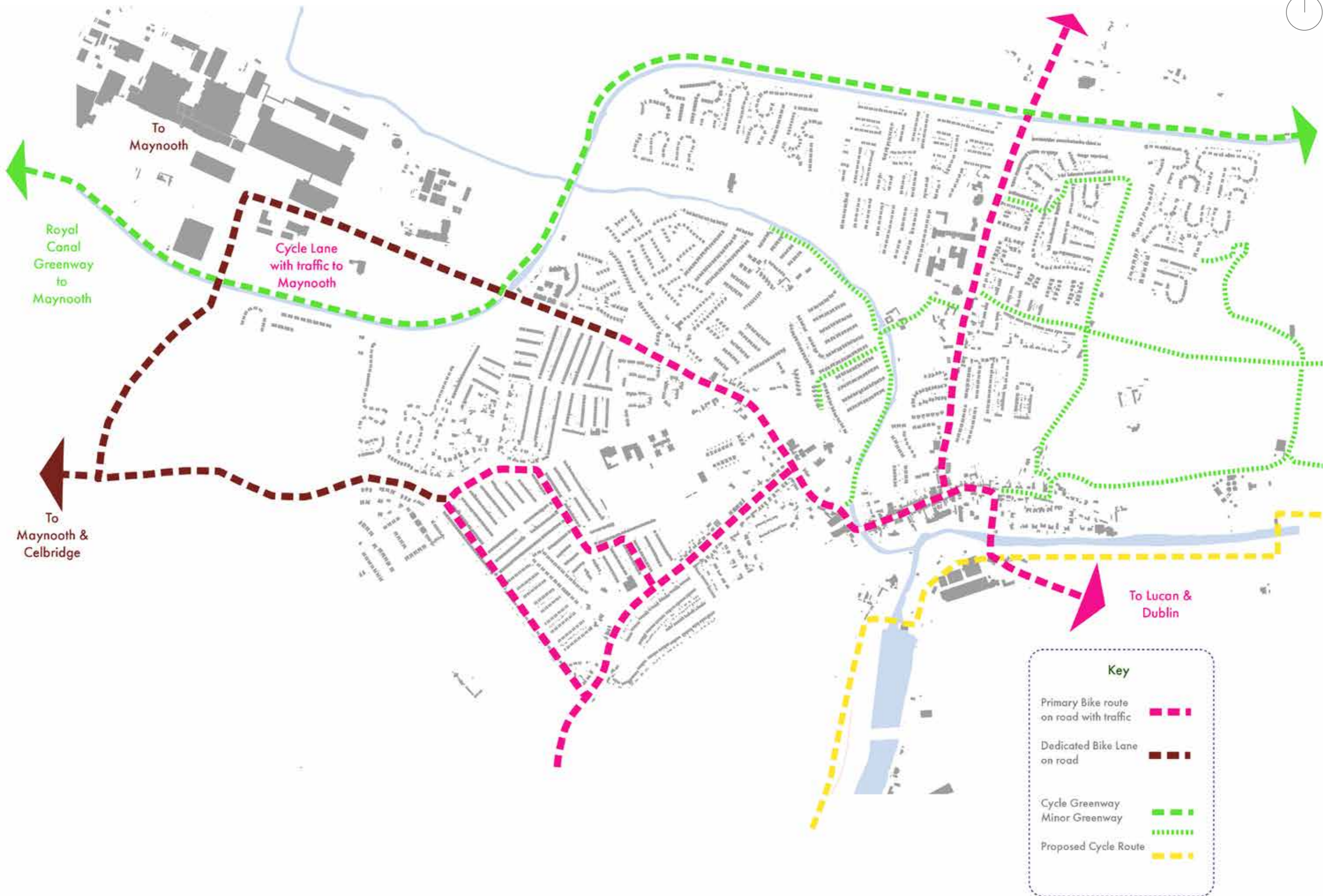
- K1 Royal Canal Greenway;
- LP1 R148 Main Street and Maynooth Road to Intel Plant cycle route
- LP2 Barnhall Road to Celbridge via Castletown Demesne cycle route.



Legend:

Primary/Secondary	Feeder	Employment Zones	Town Centre
Inter-Urban	Minor Greenway	Hospitals	University
Greenway	Permeability Link	Institute of Technology	Village Centre
Dublin - Primary	County Council Boundaries	Shopping Centre	Stations
Dublin - Secondary			

Cycle Network Plan for Greater Dublin Area – Leixlip.
Source - Cycle Network Plan for GDA – Leixlip (NTA).



Movement

Public Transport

Leixlip has several bus and rail services which generally provide for radial travel along a corridor from Dublin City Centre to Maynooth. The public transport routes connecting Leixlip and the major destinations.

The Leixlip train stations are located on the Dublin-Sligo line which provides services to the city centre and the opportunity to interchange with services at Clonsilla and the Luas Green Line at Broombridge.

While there are multiple public transport services in Leixlip, access to routes varies considerably throughout the town with the south-western areas relatively poorly served in comparison to central areas. There are good opportunities for bus-rail interchange as the majority of bus routes stop by or near Leixlip's two train stations.

There are multiple public transport services in Leixlip, but the frequency differs significantly depending on the route. Dublin Bus, and JJ Kavanagh and Sons, provide bus service. Dublin Bus run the spinal city bound C3 service, along with the non spinal city bound 52. Additionally, Leixlip is served at peak time by the X25, X31 and X32. Dublin Bus also provide the local L54, L58 and L59 bus services, which link Leixlip's housing estates together and also provide links to Celbridge and Clondalkin. JJ Kavanagh provide the regional 139 service, which links Leixlip with Naas and Blanchardstown. The privately operated 767 provides a half-hourly service linking Leixlip with Dublin Airport.

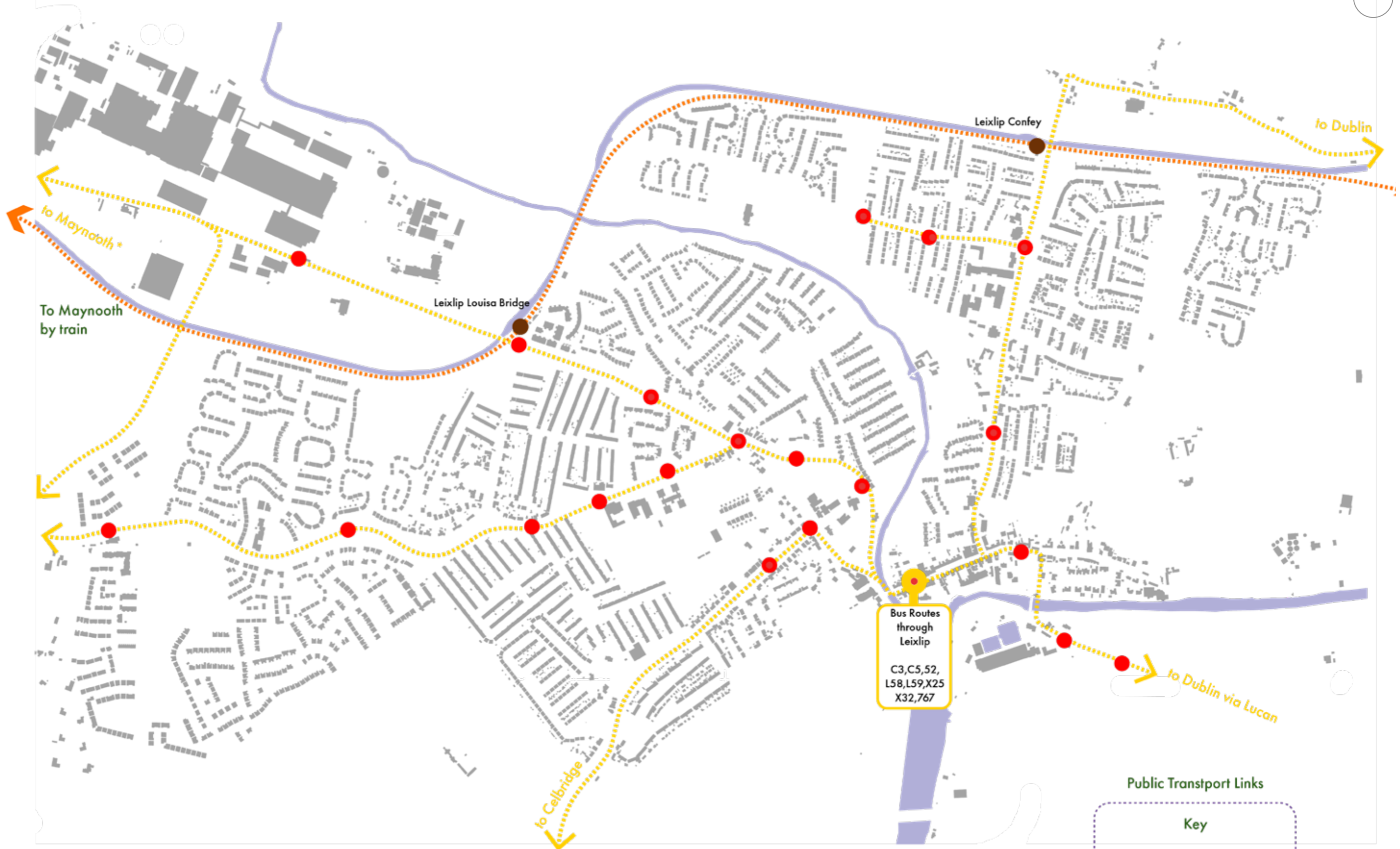
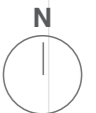
There are a number of off-road pedestrian routes in / around the town many of which follow the Rye Valley, Royal Canal, Síleacháin Valley and within/around St Catherine's Park. Some of these routes have been marketed as health trails. This includes 3 no. Slí na Sláinte walking routes in or around the town (St. Catherine's Park Slí, Leixlip West, and Leixlip-Lucan Demesne); another links Leixlip to Celbridge (Celbridge Leixlip).



Dublin Bus stop & Bus Eireann stop at the end of Main Street at the East

Operator	Route	Westbound destinations	Eastbound destinations
Irish Rail	Dublin-Maynooth	Maynooth Longford	Dublin City Centre
Dublin Bus	C3	Maynooth Hayfield	Dublin City Centre
Dublin Bus	C5	Maynooth Hayfield	Dublin City Centre
Dublin Bus	L58	Hazlehack - Celbridge	Riverforest - Leixlip
Dublin Bus	L59	Hazlehack - Celbridge	Riverforest - Leixlip
Dublin Bus	X25	Maynooth (Kingsbury Estate)	University College Dublin
Dublin Bus	X32	Hewlett Packard	St Stephen's Green House
Airport Hopper	767	Maynooth	Lucan, Liffey Valley, Dublin Airport

Leixlip transport links Table (Aecom Leixlip Strategic Transport Assessment - May 2019)



To Maynooth
by train

Leixlip Confey

Leixlip Louisa Bridge

Bus Routes
through
Leixlip
C3, C5, 52,
L58, L59, X25
X32, 767

Public Transport Links

Key

- Bus Stops ●
- Bus Routes - - - - -
- Train Stations ●
- Railway line - - - - -

Movement

Vehicle Movement

Leixlip is located 15km from Dublin City Centre. The town is bypassed by the M4 motorway with grade-separated interchanges on the motorway at the eastern and western end of the town (junctions 5 and 6, respectively). The R148 (old N4) runs through the Main Street linking Leixlip to Maynooth to the west. This also links with the N4 dual carriageway to the east of the town, which in turn provides access to Lucan, the M50 and Dublin City Centre.

The R149 runs north from Main Street, encompassing Captain's Hill and Cope Bridge (which operates on a one way signalised system). The route continues eastwards across the county boundary with Meath before heading northwards to Barnhill, Hansfield, Ongar, Clonee and the M3. Vehicular circulation within the town is influenced by a number of pinch points including Pound Street (and Rye Bridge), Captain's Hill, Cope Bridge, Main Street (incl. Leixlip Bridge), with congestion and significant queue lengths evident at peak times.

At the western periphery of the town the R449 links to the R148 (old N4) and is the main access from the M4 to Intel's facility in Leixlip. It also serves Collinstown. The other major industrial facility in Leixlip is Hewlett Packard located on the south side of the M4 which is accessed off junction 6 of the M4 via Barnhall Road and also the R404 (Celbridge Road). Leixlip is bounded by the Royal Canal and the Dublin-Sligo railway line to the north and west, the River Liffey to the south and east, and the River Rye Water which divides the town approximately east to west. The existing bridge crossings of the River Liffey at Leixlip Bridge, and the Rye Water at Rye Bridge, are both close to the centre of the town. These constraints serve to 'funnel' the vast majority of trips generated from residential areas to the north of the town through Main Street, as the principal link to other parts of the town and beyond.

"The modal split for work trips in Leixlip. This highlights that Leixlip residents are highly car dependent with 69% of commuters travelling via private motor vehicle, followed by a smaller percentage using public transport; rail (11%) or bus (10%). The lack of mixed-use or commercial development in the town cause a low active mode modal share, with 6% walking and only 1% cycling to work".

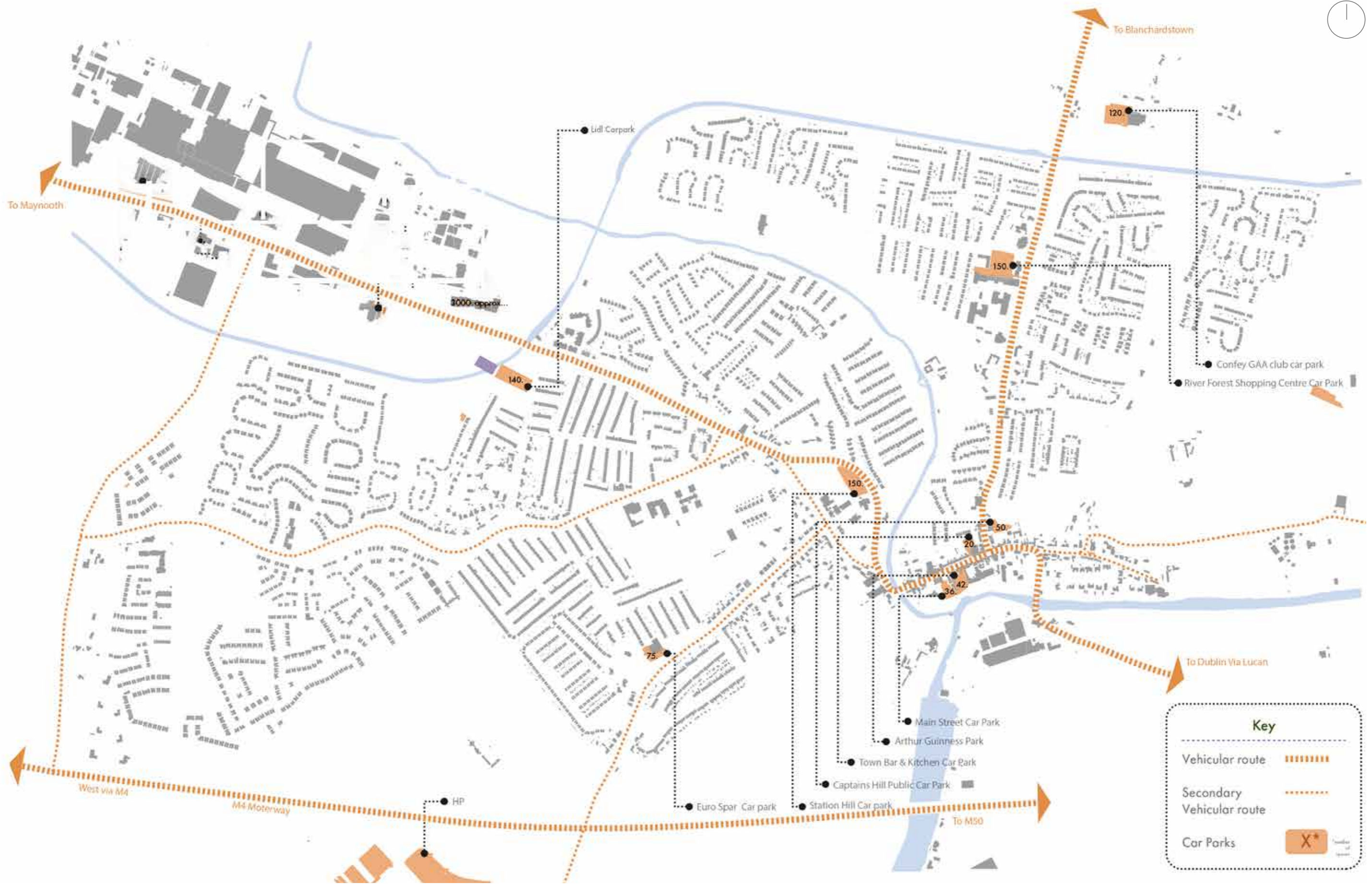
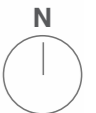
(Aecom Leixlip Strategic Transport Assessment - May 2019)

Name	Amount of Spaces (Public)	Amount of Spaces (Private)
Lidl Customer Car Park		140
Euro Spar Car Park		75
Station Hill Public Car Park	150	
Captains Hill Public Car Park	50	
Town Bar & Kitchen Car Park		20
Arthur Guinness Public Car Park	42	
Main Street Public Car Park	36	
River Forest Centre Car Park		150
Confey GAA Car Park		120
Totals	278	505

Leixlip Parking Table (Aecom Leixlip Strategic Transport Assessment - May 2019)



Public Car park, Arthur Guinness Square



Urban Grain & Sections

Street Enclosure

Street enclosure is generally measured as a ratio where height of a building (measures from front building line to front building line) is measured against the width of a street. Consideration needs to be given as to how consistently this ratio applies along length of a street wall. Enclosing streets with buildings helps to define them as urban places and can create a greater sense of intimacy. For example, as noted in the Design Manual for Urban Roads and Streets (DMURS, 4.2 Streetscape, page 69), a building height to street width ratio of 1:2 creates a strong sense of enclosure, 1:3 is moderate and so on. A strong sense of enclosure may be difficult to achieve where the total street width exceeds 30m wide.

In particular DMURS notes “A good sense of enclosure can also be achieved with a building height to street width ratio of 1:3 and a street wall that is 75% solid, provided a continuous line of street trees are planted along the street. This approach may be more desirable in smaller centres or Neighbourhoods where maintaining a more human scale is desirable”.

Sections have been taken across a number of streets in the town centre. As outlined in the table below, the streets range between 1:3 and 1:4 ratios, with the majority being 1:3. This suggests that through a combination of public realm upgrade and the inclusion of street planting, the street network would align with DMURS, which notes:

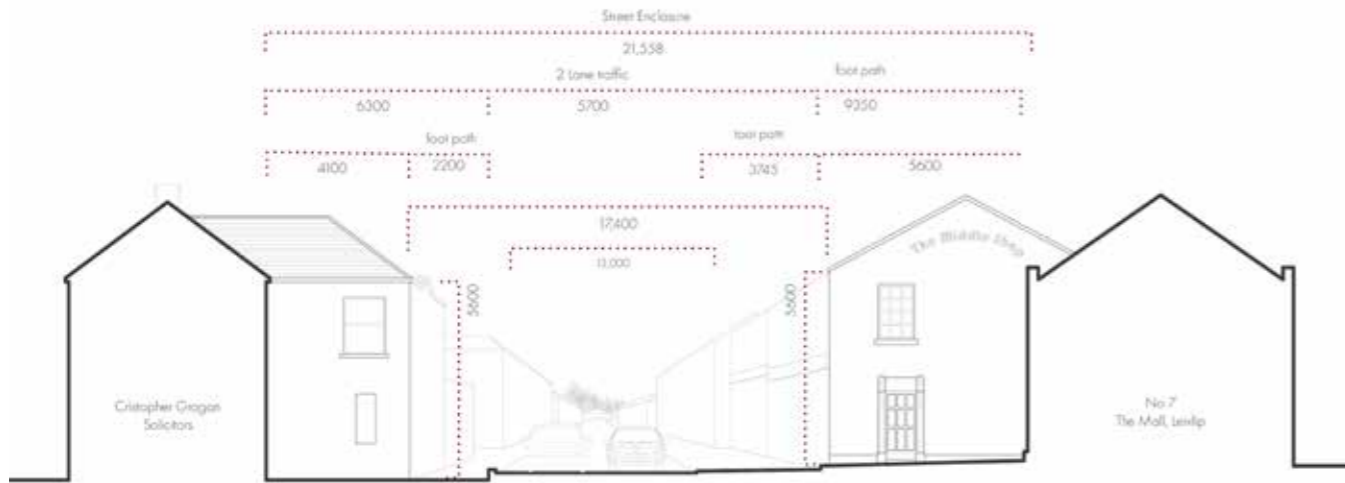
“Enclosing streets with buildings helps to define them as urban places, creates a greater sense of intimacy and promotes them as pedestrian friendly spaces that are overlooked. This sense of intimacy has been found to have a traffic-calming effect as drivers become more aware of their surroundings”.

SECTION	HEIGHT	WIDTH	RATIO
AA WEST DOWN MAIN STREET TOWARDS GLEBE HOUSE	5600	17,400	1:3
BB NORTH DOWN BUCKLEYS LANE	4770	9636	1:2
CC EAST DOWN MAIN STREET	5350	15,700	1:3
DD CAPTAINS HILL LOOKING NORTH	6140	23,315	1:4
EE EAST DOWN MAIN STREET	7220	20,700	1:3
FF NORTH WEST THROUGH RYE WATER ON OLD HILL POUND STREET	6460	17,865	1:3
GG RALPHS SQUARE LOOKING NORTH TOWARDS MAIN STREET	4260	16,380	1:4

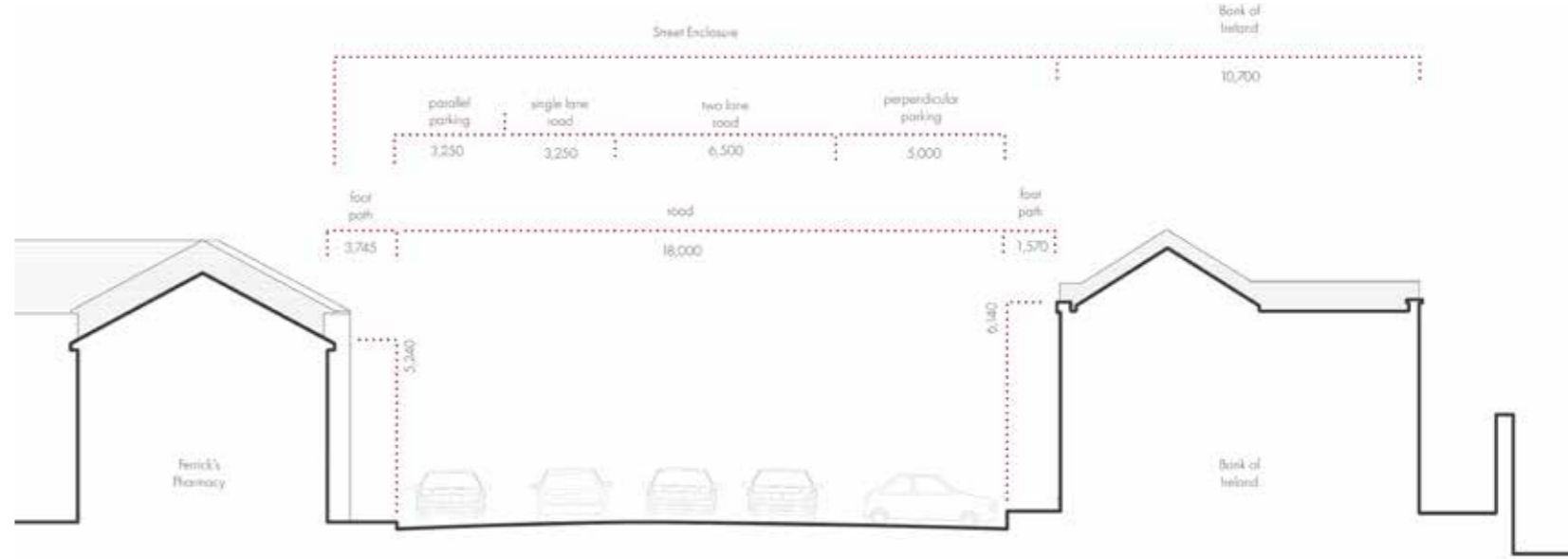


Above - Map of Leixlip indicating section lines

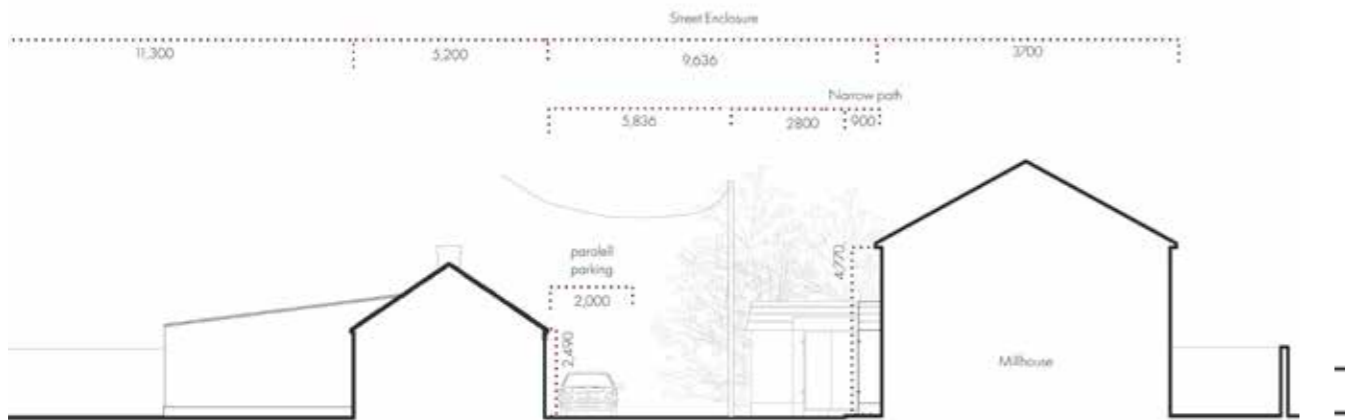
Urban Grain & Sections



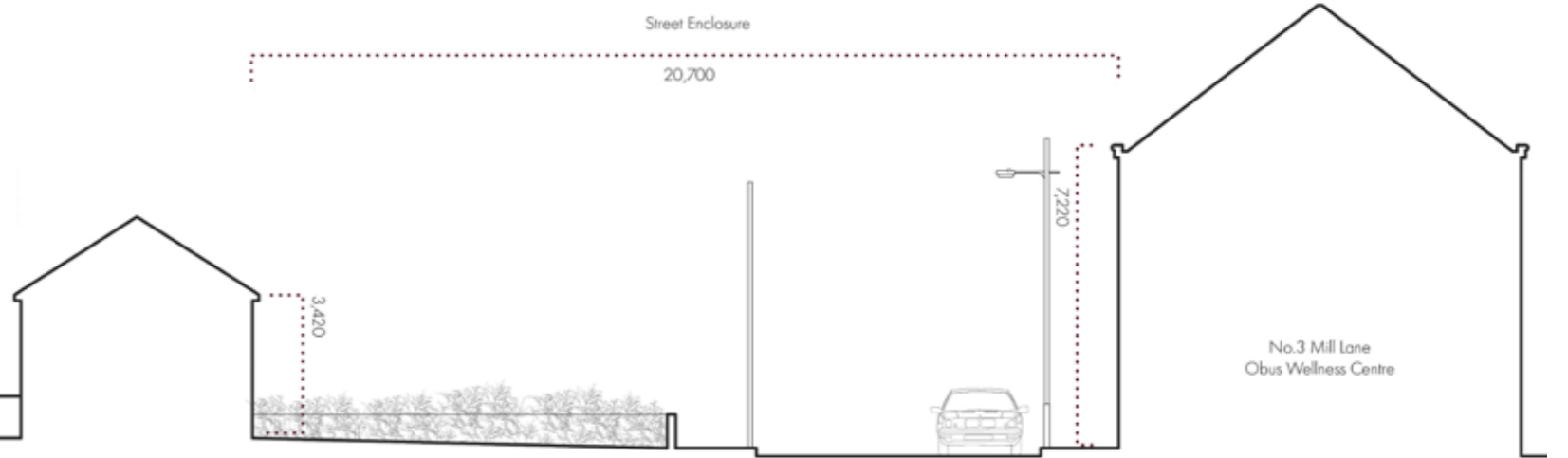
Section AA
Section Looking West down Main Street - height to street width ratio 1:3



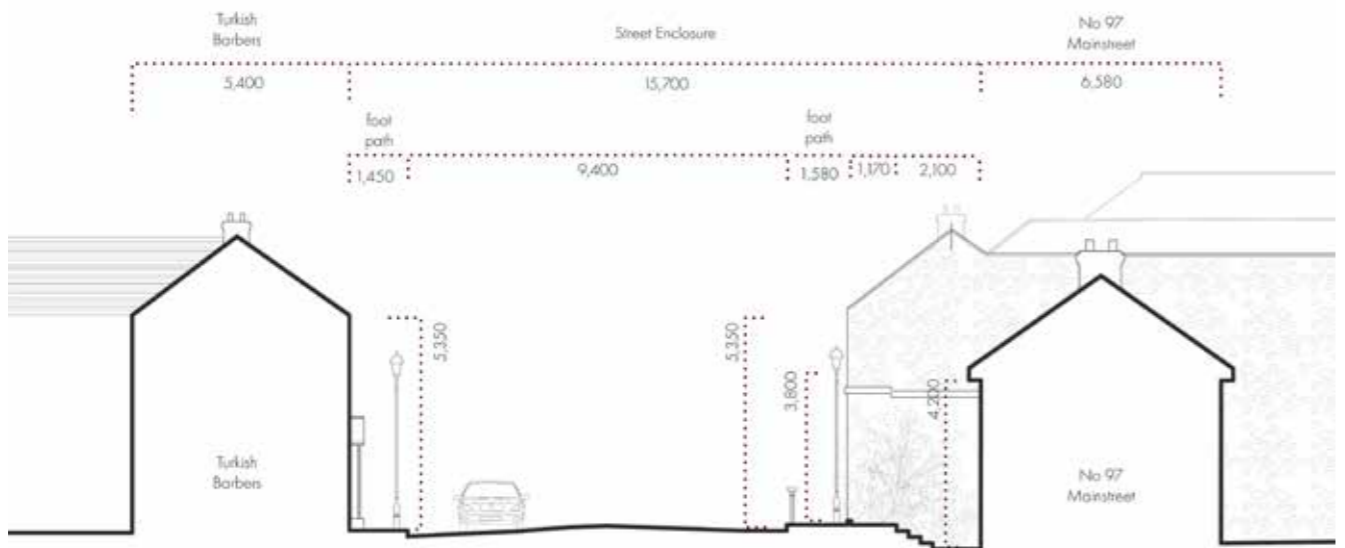
Section DD
Section Looking North up Captains Hill - height to street width ratio 1:4



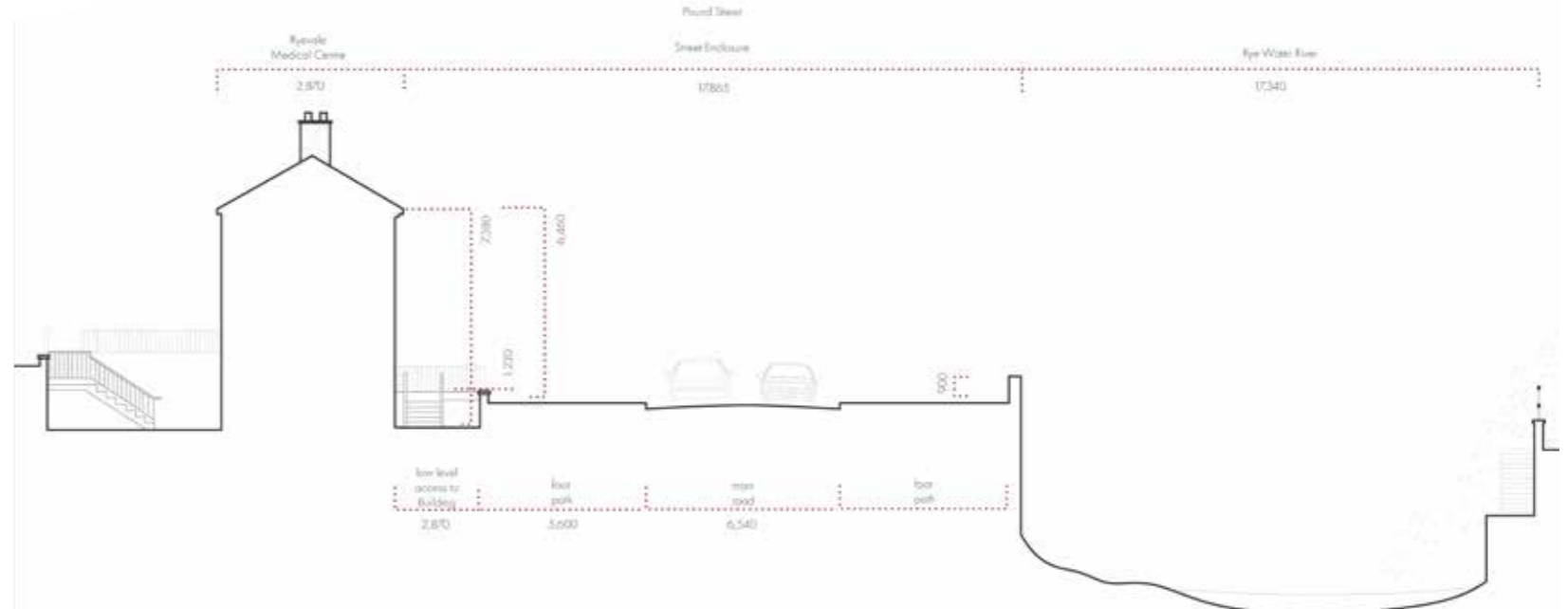
Section BB
Section Looking North on Buckley's Lane - height to street width ratio 1:2



Section EE
Section Looking East Mill Lane - height to street width ratio 1:3



Section CC
Section Looking East on Main Street - height to street width ratio 1:3



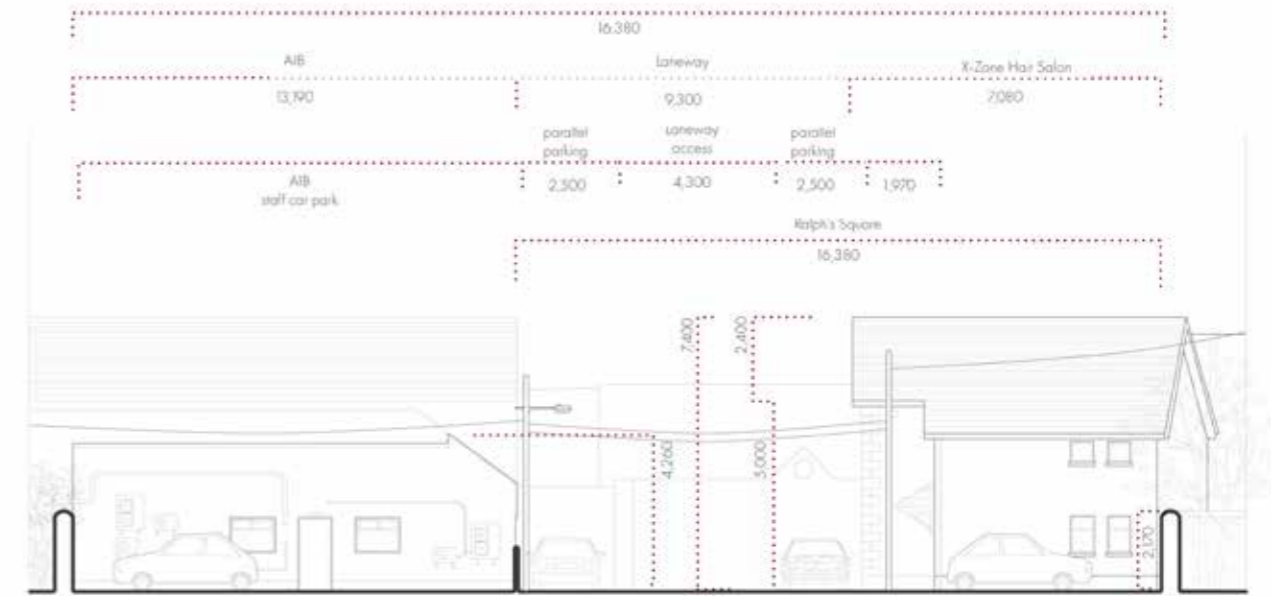
Section FF
Section through Ryevale Medical Centre, Pound Street & Ryewater - height to street width ratio 1:3

Urban Grain & Sections

Footpath Widths

The footpaths widths along the main street are reasonably generous at 2200mm and 3745mm. Unusually, due to the topography of the street, the southern footpath is lower than the road kerb. This makes the road difficult to cross for those with mobility issues however there are crossing points at each end of the street. Narrow footpaths are evident in several locations including Buckley's Lane and at bridge crossings

The Design Manual for Urban Roads & Streets indicates 1800mm as the minimum amount of space required for two people to pass comfortably. Although, space for vehicular access needs to be maintained, consideration could be given to restricting access or vehicular direction in certain locations in order to widen footpaths and increase space for pedestrians.



Section GG
Section through Ralph's Square, looking North towards Main Street - height to street width ratio 1:3



Section AA location on Main Street



Section BB location on Buckley's Lane



Section CC location on Main Street



Section DD location on Captain's Hill



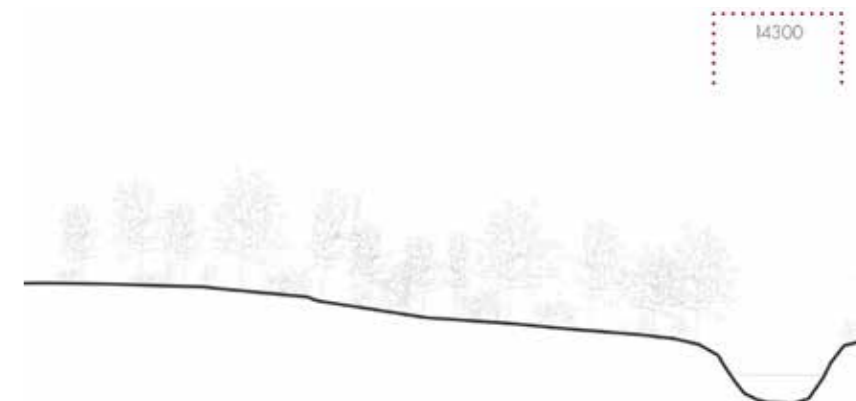
Section EE location on East Mill Lane



Section FF location on Pound Street



Section GG location on Ralph's Square

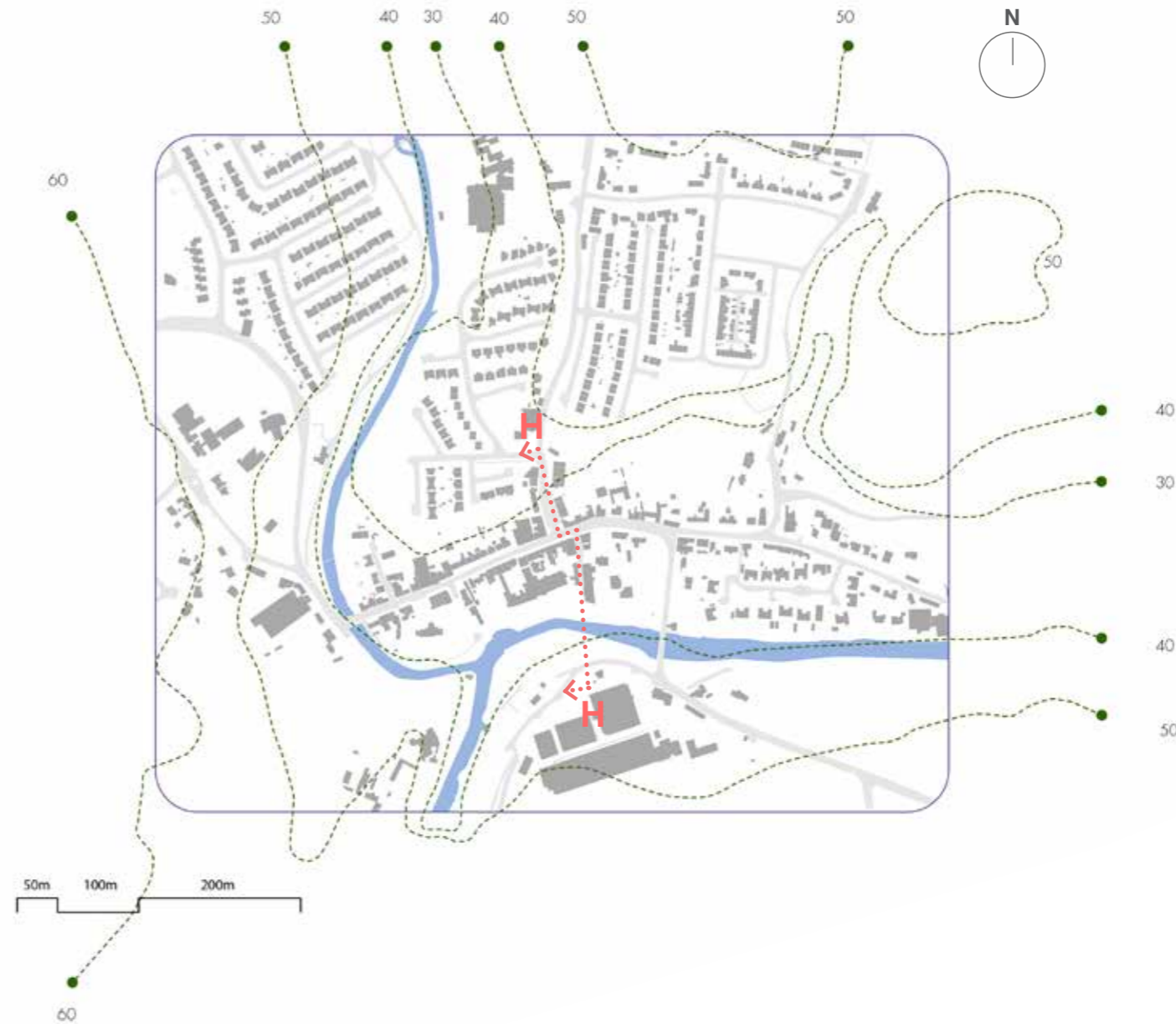


Town Centre Analysis: Topography

Section HH:

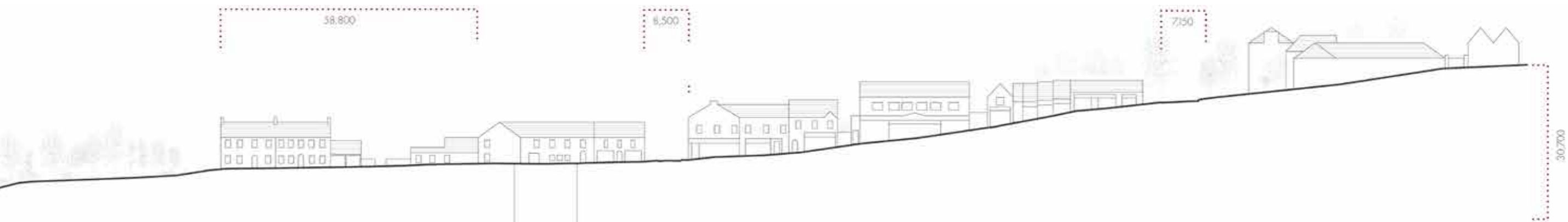
One of the most striking things about Leixlip is its topography. Main street itself is relatively flat, but the town rises very steeply from the river in all directions out of it. The fuse travelling north along Captains hill is especially steep making it difficult to walk and cycle up. This topography can have an impact on walking and cycling times around the town.

The map opposite illustrates contours at 10m vertical distances.



Opposite: Topography Map, Leixlip

Below: Section HH, Long section through river Liffey, Ralphs square, Main street and Captains Hill



Land Use & Vacancy

Over the past 50 years Leixlip has experienced considerable growth, like other towns in North Kildare. This is in part due to its proximity to Dublin and being part of the Metropolitan area of Dublin and maintains strong economic and social links to Dublin.

As one might expect of any urban settlement, the ground floor building use illustrated by map opposite show commercial uses concentrated to the centre and residential suburban sprawl forming a ring around the periphery. The primary streets such as Mainstreet are clearly identifiable on the maps showing commercial use being the main use at ground floor level

Large commercial areas outside of town are clearly visible such as Intel and HP

The first-floor building use illustrated by map opposite shows less commercial uses on first floor than ground floor in and around Main Street. Many of the buildings are offices and some residential above the ground floor, however many continue to be commercial on both floors.



Residential Cottage on Mill Lane



French Estates Main Street



The Middle Shop Main Street



Building Use Ground Floor Level - March 2023



Building Use First Floor Level - March 2023

Land Use & Vacancy

Building Frontages

Main street is comprised of mixture of mostly residential and retail properties at ground floor level, this is particularly true of the street between Buckley's lane and Captains hill. Beyond these constraints (as seen on the map opposite) the building frontages gradually break down and fade from high levels of retail to mostly residential.

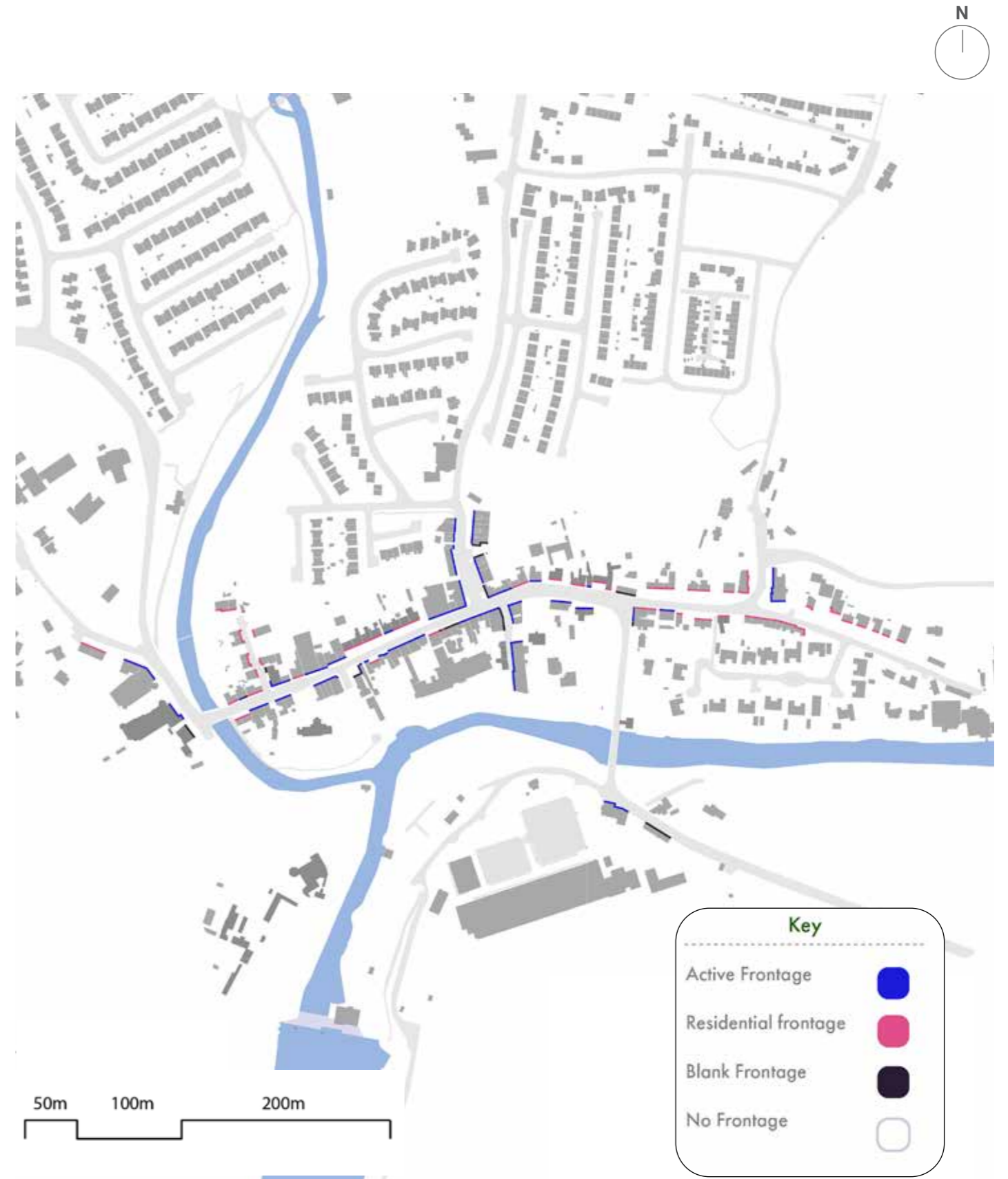
Captains hill itself, from the Main Street junction to the entrance to Rye River Mall consists of almost entirely of retail frontage. After this point of entry to Rye River Mall there is little building frontage until after the bridge, at which point we see mostly residential housing developments.



Tuthills shop front on Captain's Hill



Typical Main Street shop fronts



Above: Street Frontages map - March 2020

Land Use & Vacancy

Vacancy Leixlip

There are various examples of vacant building on, and around Main Street, with some of the buildings in a state of dereliction.

The first, and most notable example of this are no32 & no33 on Mainstreet, which are situated on the southern side of the Street, before the Captain's hill junction. No33 is particularly noticeable and in a poor state of dereliction, as seen in the photo opposite. No32 appears to have some vacant properties within in but is not derelict.

St Ralph's Terrace appears to be vacant at the time of this analysis

There are a number of other vacant buildings vacant but for sale around the town.



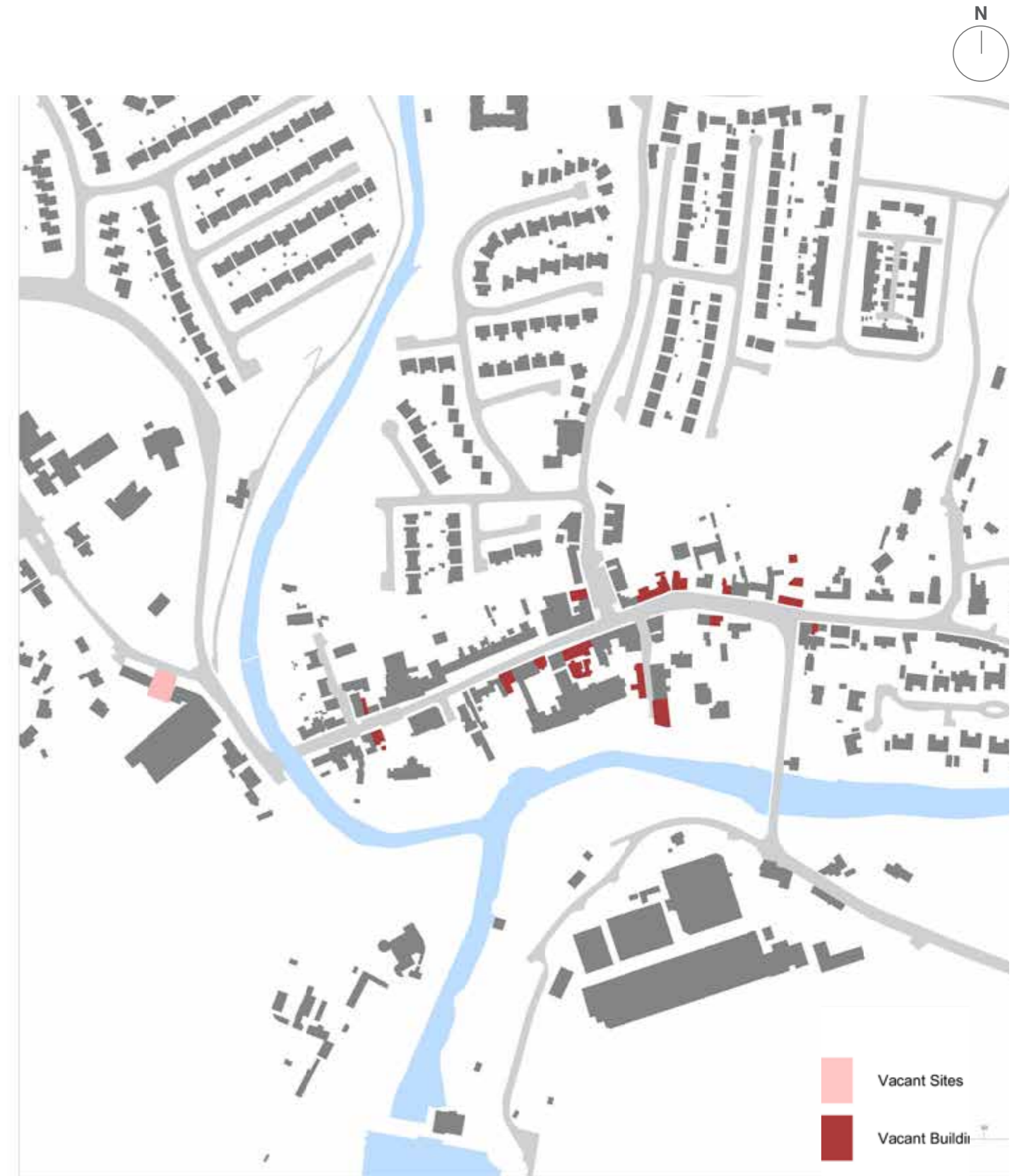
Vacant Buildings on Ralph's Square Lane-way



Vacant buildings on Mainstreet



Vacant Building on Ralph Square Lane-way



Above: Vacancy Plan - March 2023

Public Realm

Open Space

There is good provision of amenity lands and open space within Leixlip including:

- St Catherine's Park, neighbourhood parks, local parks and numerous amenity green spaces adjacent to residential areas.
- Areas of land zoned as open space on the edges of the town: formal sports amenity areas (Leixlip Amenity Centre, various GAA/Soccer grounds); Linear watercourse amenities; and associated habitats – including the River Liffey, the River Rye and the Royal Canal town path.
- Amenity lands scheduled for further development (The Wonderful Barn and Lough na Mona).

These spaces provide habitats for ecological purposes, a focal point for active and passive recreation, promote community interaction and help mitigate the impacts of climate change. These also contribute to a high quality of life for those living, working and visiting the town. The Kildare Open Space Strategy 2011 highlights that Leixlip has the full complement of public open space types (within a hierarchy) from neighbourhood parks and local parks to amenity green spaces. There is also a range of sports grounds provided in public parks and linked to specific clubs. The development of Lough na Mona as a multi-purpose amenity area to include senior and junior playing pitches, multi use games areas, adventure area and junior play areas will be a welcome addition to the town. The River Liffey provides a major opportunity for Strategic Open Space that can connect into a wider regional network and support opportunities for strategic walking and cycling routes, in addition to ecology and biodiversity linkage. The strategy document Towards a Liffey Valley Park (2006) represented the first comprehensive strategy for the Liffey between Chapelizod in Dublin and Celbridge in County Kildare.

However, there is an opportunity to enhance the green links between open spaces throughout Leixlip. These links vary in nature from woodland and riverside/canalside walks to pathways within the urban context. These also have the potential to link historical points of interest. Many of the Leixlip Local Area Plan 2017 - 2023 open spaces closer to the town centre and in the residential areas are also passive in nature. The introduction of amenities/features such as picnic tables, playgrounds or outdoor gym equipment etc should be considered and integrated into the integrated open space network.

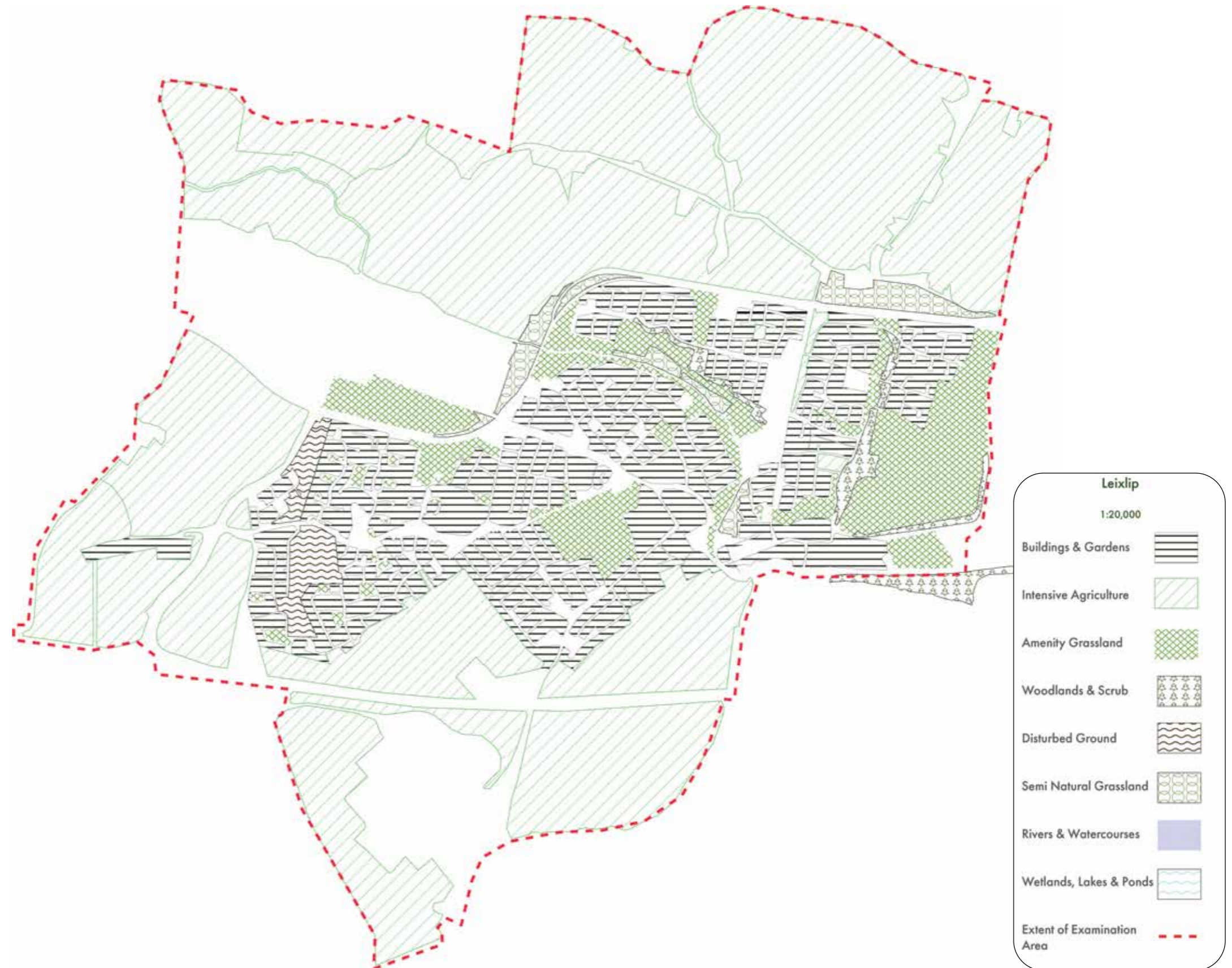


Diagram of openspaces in Leixlip

2



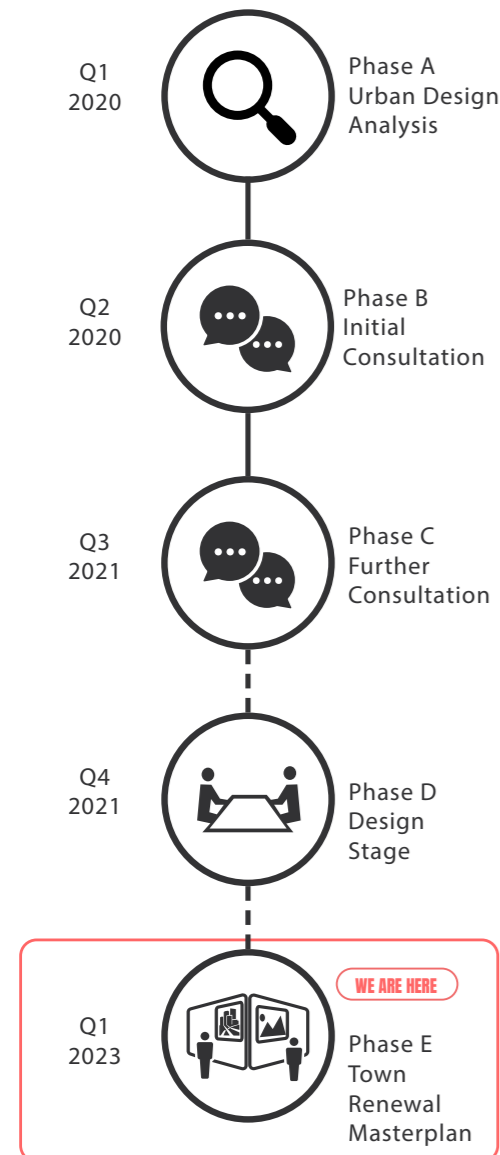
PUBLIC CONSULTATION

Process

Timeline & Completed Work

Consultation strategy for Leixlip

KCC have a long history working with stakeholders and the local community to inform and enrich our projects. Although the COVID 19 pandemic changed the way we had to communicate during the life of this project, we remain determined that this Town Renewal Masterplan will have significant community input from the local community. This is a view which is shared by the local Municipal District.



The Process So Far

Initial consultation - Following the conclusion of the urban design analysis as presented in the earlier parts of this document, an online survey was undertaken between June 5th 2020 and June 19th 2020 with **723 respondents**. The purpose of this survey was to gather further information about the town and how it is perceived by its residents, where it has strengths and weaknesses and what improvements they felt would benefit the town. The results of these surveys were recorded, analysed and presented back to the local MD over 2 no. sessions in November of that year. The main concerns raised are outlined in full as part of the appendices of this document however they can be summarised as follows:

Village Centre

Free parking to encourage shopping in Leixlip Village centre is a common suggestion made in the public survey. A further common suggestion is to provide grant aid/incentives to property/shop owners to improve/develop their premises on the village's principal streets to bring activity back into the village core. A shopfront improvement scheme is mentioned on several occasions within submissions.

Lack of activities/destinations within Leixlip Village is also highlighted within the survey, common suggestions include leisure facilities, swimming pool, theatre, cinema, riverside cafés/restaurants.

This lack of activity is evidenced in the Pedestrian and Observational Survey carried out in April 2020 which outlined that pedestrian movements on the weekday were 33% higher than the weekend day. The recorded footfall and significant differences in numbers suggest a high inflow of workers during the week which influence pedestrian counts and may suggest a lack of activities for the local population to engage with at the weekend.' (MDB, 2020, Leixlip Pedestrian and Observational Survey,)

The lack of connectivity to leisure/amenity/tourist sites is mentioned in many submissions, particularly the inaccessibility of Leixlip Castle grounds, The Royal Canal path and train stations and the undeveloped grounds of Catherine's Park.

Traffic calming and pedestrian prioritisation including the provision of pedestrian crossings and widened footpaths is highlighted in several public submissions in order to encourage active and safe use of the village centre. This priority has been further illustrated in the Leixlip Pedestrian and Observational Survey carried out by MDB in April 2020 which outlined the lack of formal pedestrian crossing(s) at the Main Street /Mill Lane Junction and that the pedestrian signal times presently impose longer waiting times for pedestrians. A recommendation is made to consider reviewing pedestrian waiting times given the high level of pedestrian movement

Pedestrian & Cycle Infrastructure – Interconnectivity

Pedestrian and cyclist connectivity infrastructure is highlighted in many of the survey submissions. Strengthened, direct, continuous and safe segregated cycle connections between established amenity areas from residential areas is mentioned in many submissions, particularly from both train stations on the Royal Canal path.

The development of the Liffey path to connect the towns of Celbridge and Leixlip is also highlighted in several submissions.

This lack of infrastructure was further evidenced in the Pedestrian and Observational Survey carried out in April 2020 which outlined, 'A higher number of cyclists were observed during peak hours. The cyclists were observed to be cycling on the footpath at instances. The absence of cycle infrastructure is highlighted.' (MDB, 2020)

Lack of maintenance and proper surface conditions/lighting/bins on present paths is highlighted in several submissions.

Linkages to Heritage

91%, 637 of individuals surveyed, agreed that Leixlip is not taking full advantage of its tourism generating potential, particularly from a heritage perspective. The interconnectivity of Leixlip Castle, St Catherine's Park and the Castletown Demesne to the town and other heritage assets was consistently remarked upon.

Common concerns include the endangered state of repair and vacancy of many historic assets including the Town's Main Street, The Wonderful Barn Complex, St Catherine's Church, Gate and Stables, Leixlip Spa, Leixlip Castle Boathouse and canalside lodges

Community Facilities

When questioned on a lack of facilities, 62% of correspondents mentioned the lack of swimming facilities in proximity the town, followed parking facilities, 20% and the provision of an arts centre/theatre, 13%. A common statement against the construction of further housing without infrastructural improvements is made in many submissions. Youth facilities including a BMX/bike park is suggested for development in a number of survey submissions. Reference is made in a number of submissions to the development of boules courts in St Catherine's Park, Fingal.

Swimming Pool

Our online survey revealed that one of the most popular reasons for travelling outside the town was to visit the swimming pool. In answer to the question "what is the one change which would make the greatest positive impact on the town?", one of the most frequent answers was the provision of a swimming pool in Leixlip.

While the provision of a swimming pool in North Kildare remains a priority for Kildare County Council, a funding application for the construction of a pool in Maynooth to serve North County Kildare was submitted to the Large Scale Sports Infrastructure Fund. However, the final location of a swimming pool for North County Kildare may be subject to review.

Further consultation

The results of the initial consultation were posted online between July – August 2021 alongside a recorded presentation via the KCC website. This was a further opportunity for members of the public to provide comments on the key areas of the town they felt would benefit from improvement. A total of 32 comments were received.

Respondents to the online presentation were permitted to comment freely, without the confines of a questionnaire, therefore, many responses contained multiple comments. For the purposes of establishing the figures contained in this document, we have extracted and categorised all points under the following headings:

- Pedestrian / Cycling
- Transport
- Facilities
- Upkeep

Location Insights

The Town Centre accounted for just over half of the comments received and a further quarter of the comments related to the Wonderful Barn.

Other areas including:

- The canal
- Captains Hill
- Castletown House
- Confey
- Intel
- Leixlip Castle
- Leixlip Spa
- the Rye
- M4 Interchange

accounted for the remainder of the comments.

Key Topic Insights

Cycle and Pedestrian facilities accounted for the highest proportion of comments, accounting for nearly one third of comments received. Both Transport and Facilities counted for a little over a quarter of the comments each. Upkeep and maintenance accounted for the remainder.

Consultation Comments

Selected Comments

The derelict or unused buildings are a real shame and bring the town down, there should be some way to encourage selling or renting of those to new businesses.

One thing that I would like to add is that more land be allocated for the wider community. You mentioned derelict buildings, could these be made available for this. Unlike days gone by, there now exists diverse communities of ethnic and religious back grounds in North Kildare and currently there is little available to them.

There is nowhere for people who do choose to cycle to secure their bike. Sheffield stands (rather than the wheel racks) in locations around the town will help encourage more active travel.

I'd love to see the Wonderful Barn used more for tourists and locals alike. A cafe / coffee truck would be a great start and I agree that markets could be a great way to celebrate the space.

Currently the cycling facilities around Leixlip range from poor to none. Paint is not protection and in many cases can be more dangerous to cyclists than no cycle lane. Cycle paths shared with the footpath will not be used by commuting cyclists simply because of their design and loss of priority at every junction. In addition cycle paths should not be shared with pedestrians to ensure safety for both. Segregated cycle paths is the only solution. Any new cycle lanes need to be segregated both from pedestrians and from cars.

Get rid of parking spaces outside Bank of Ireland, which are dangerous for the purpose of car parking. And turn area into covered seating areas for outdoor use through all weather's. Council should be encouraging shops for initiative thinking of improving the village and the whole of the village buildings need painting.

There needs to be wider footpaths and cycle paths throughout Leixlip, and the town centre.

There is a strong smell of sewage at the bridge over the Rye river at the gate of Leixlip Castle.

Rather than just being an area for tourists, the Wonderful Barn should be a meeting place for all Leixlip residents young and old – families with young children using a playground, teenagers kicking a ball, adults meeting for tea or coffee, older people going for a walk, people taking visitors for a tour of the barn. A children's playground should be created, along with plenty of open space. We would love to see a community café and regular farmers' market. The Barn itself makes a wonderful exhibition or performance space, and local groups should be encouraged to stage events here and use it in the evening.

A pool between Leixlip, Celbridge and Maynooth that is easily accessible from the 3 towns makes more sense than one that involves going through traffic in Maynooth for almost everyone.

What about a parkland that stretches from Leixlip Castle, over the M4 and along the reservoir that could tie into The Wonderful Barn and also linked up with the grounds of Castletown. It could incorporate some nice walks, recreation areas a playground and skate/BMX park that could be shared with Celbridge.

Also, would be great to have some small places for children entertainment as I am not aware of any in the village itself. Even a single swing or an activity wall, which also could be decorated to reflect Leixlip's character. Also might be possible to paint murals on the neglected shops / buildings to add a bit of cheer.

3



**LEIXLIP TOWN RENEWAL
MASTERPLAN AND DELIVERY
PROJECTS**

Town Centre

Climate Change

The IPCC report on Climate Change has been described by some scientists as 'the bleakest warning yet' with climate breakdown accelerating rapidly and impacts more severe than predicted with only a narrow window to avoid the worst ravages. The response to address emissions increases needs to be cross-sectoral and in the delivery of people-centred design solutions on public realm projects, Kildare County Council is committed to collaborating with Elected Members, local communities and external stakeholders in the delivery of sustainable, healthy, resilient, and inclusive town centres.

The design of our streets and public spaces are key to supporting sustainable behaviours and we need town centres where we can connect with nature and each other and a move away from a car-centred design towards 'place' led development. 'Healthy placemaking', is cited by the RSES as a 'growth enabler' for the region and seeks to improve the design of our towns so that healthy activities and experiences are integral to people's everyday lives.

A '**Town Centre First**' approach has been taken in the completion of this Town Renewal Masterplan (TRMP), focusing on the creation of public spaces and the design of streets with a DMURS hierarchy of movement (ie the pedestrian first, then the cyclist, next public transport and lastly the motor vehicle). Central to this 'town centre first' approach is the conservation and protection of existing assets including cultural and heritage sites and biodiversity coupled with water sensitive urban design solutions.

Town Centre First is a major new policy that aims to tackle vacancy, combat dereliction and breathe new life into our town centres. The policy contains 33 unique actions which will give our towns the tools and resources they need to become more viable and attractive places in which to live, work, visit and run a business.

The policy is underpinned by multi-billion euro investment spread across major Government schemes such as the Rural Regeneration and Development Fund (RRDF), the Urban Regeneration and Development Fund (URDF), Croí Conaithe (Towns) Fund and the Town and Village Renewal Scheme.

The policy also contains a range of actions designed to achieve key objectives such as social and economic revival in towns, the provision of housing, as well as addressing challenges like vacancy and derelict buildings. The actions also support the protection of our environment, as well as the heritage and culture of our towns.



View of Liffey and Leixlip Castle Boathouse - Photo - tripadvisor.com

Delivery Projects

Key Influences

During the Urban Design Analysis and Public Consultation process the study area focused on the wider Leixlip Town not just the town centre itself. This study area has been continued into the development of delivery projects whereby sites and areas have been identified across the town for further consideration.

The projects are aligned with the Council's vision, and work with Kildare's current planning policy, in particular they align with the Policies and Strategic Objectives of the LAP. They also respond to public consultation held upon the completion of the urban design analysis conducted as part of the development of this document. Significantly the projects form connections between key spaces in Leixlip including improved connections to local amenities such as St. Catherine's Park and the Wonderful Barn.

The Delivery Plan identifies realistic and achievable projects that will enhance existing spaces and assets across Leixlip. Some projects relate to major transformative sites that already have a clear trajectory, but provide additional focus with the aim of accelerating delivery, while others suggest improvements to the town fabric to improve and build upon the existing public realm. The projects will be underpinned by a public realm strategy in due course.

The delivery projects are presented in the coming pages in the following order:

- 1 Main Street & Key Spaces - Terraces & Thresholds
 - a) Arthur Guinness Square
 - b) Captain's Hill & Ralph Square
 - c) Town Thresholds East & West
- 2 The Wonderful Barn
- 3 Heritage Trail & Play Interventions
- 4 Cycle Infrastructure Improvements



Main Street



Wonderful Barn



Heritage Trail



Cycle Infrastructure

1. Main Street & Key Spaces

Opportunities & Constraints

Constraints

1. Vehicular access to be maintained
2. Surrounding buildings under private ownership
3. Adequate turning arc to be maintained
4. Narrow street width prevents widening of footpath
5. Additional road width required for turning lane
6. Impermeable edge

Opportunities

- A. Potential green pedestrian connection from heritage trail to St. Catherine's Park
- B. Key points on Main Street could be highlighted with public realm improvements
- C. Key points on Main Street could be highlighted with public realm improvements
- D. Pedestrian route with potential for continuing language of main street public realm improvements
- E. Opportunity to strengthen visual and pedestrian connections between main street and river
- F. Space dominated by cars / poor public realm – not pedestrian friendly
- G. Existing green connection could be reinforced with common street furniture & play interventions

Note: All projects proposed are indicative only and will be subject to further consultation, assessment and analysis at detail design stage.





1. Main Street & Key Spaces

Proposals Terraces & Thresholds

Proposals for enhancing Leixlip town centre focus' on improving the public realm and relationship with it's rivers at key interfaces. In the case of the rivers, these interfaces could be where key views exist, where connections are made back to the Mainstreet or at bends in the river. In the case of public realm the interfaces are typically at entrances to the town, at key junctions or places of connection (crossing points, etc). The overall strategy could therefore be described as 'Terraces and Thresholds' with the key aim of upgrading the public realm, improving conditions for cyclists and establishing better connection through the town. In this way many of the towns heritage assets can begin to have a relationship with each other.

Sketch Proposals:

Main Street & Key Spaces - Terraces & Thresholds

- a) Arthur Guinness Square
- b) Captain's Hill & Ralph Square
- c) Town Thresholds East & West

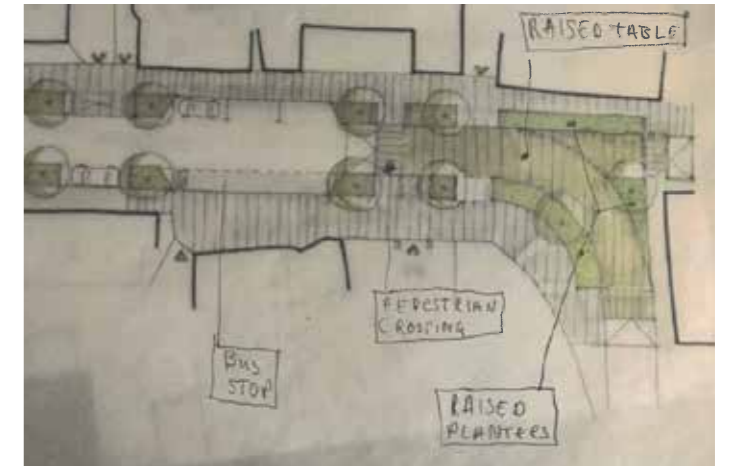
Note: All projects proposed are indicative only and will be subject to further consultation, assessment and analysis at detail design stage.



Sketch Proposals Map



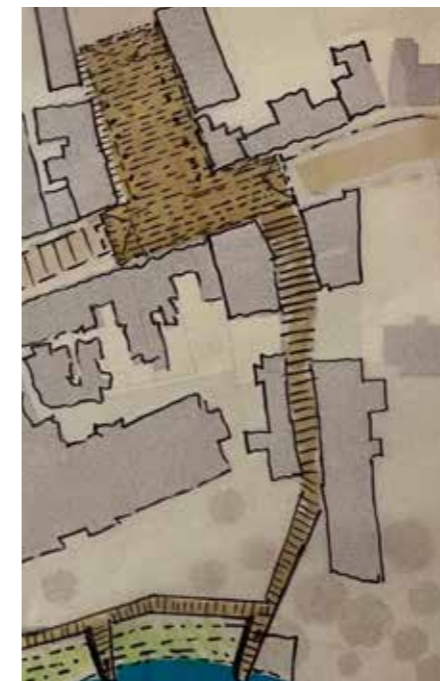
a) Arthur Guinness Square



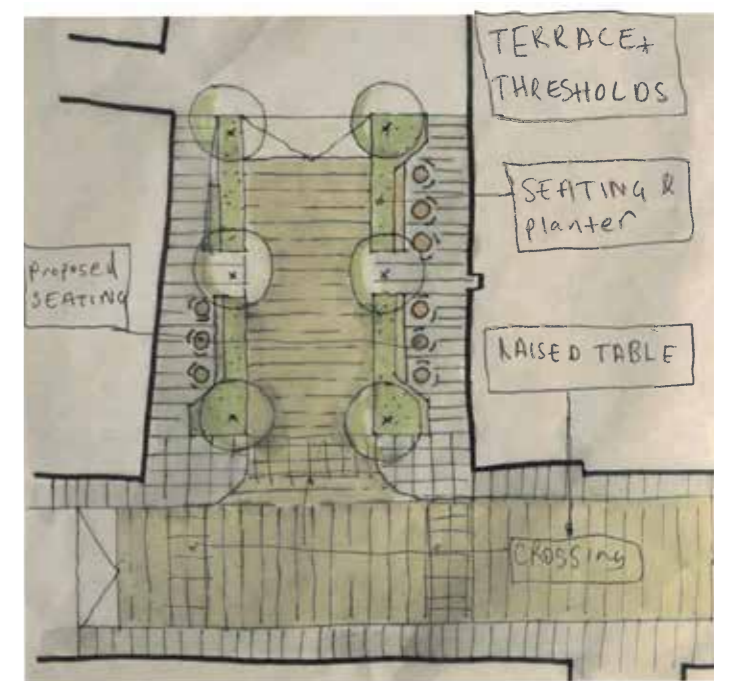
c) Town Thresholds East



c) Town Thresholds West



b) Captain's Hill and Ralph square



b) Captain's Hill

1. Main Street & Key Spaces

Proposals - Terraces & Thresholds

What

Public realm improvements and new public spaces enhancing the existing fabric of Leixlip town centre through public realm improvements and interventions in the form of Terraces and Thresholds.

Where

Four key town centre spaces

- Arthur Guinness Square
- Ralph Square
- Town Entrance West
- Town Entrance East

Why

To improve the public realm and create focal points for the town centre in the form of two new public spaces. To improve connectivity between key town spaces and between the riverside and main street. To enhance the heritage trail and maximise its potential for the residents of Leixlip and as a draw for tourists. To create a strong identity for Leixlip town centre through improvements to streetscape and new street furniture.

Policy

UCR 1 - Town Centre (Leixlip LAP 2020-2023 - p16)
It is the policy of the Council to protect the visual character, cultural heritage, ambience and vitality of the traditional heart of the town centre in order to meet the retailing and service needs of the area, in addition to offering a pleasant and attractive environment for shopping, business, tourism, recreation and living.

UCR1.1 (Leixlip LAP 2020-2023 - p16)
 To promote the town centre as a priority location for commercial, civic, social and cultural development and to promote new development that consolidates the existing urban core.

UCR1.3 (Leixlip LAP 2020-2023 - p16)
 To encourage and facilitate the full use of buildings and sites and in particular the use of upper floors and backlands, with due cognisance to quality of urban design, integration and linkage.

UCR1.4 (Leixlip LAP 2020-2023 - p16)
 To improve the accessibility of the town centre with particular emphasis on creating an environment that is accessible and safe for pedestrians and cyclists.

UCR3 - Public Realm (Leixlip LAP 2020-2023 - p22)
It is the policy of the Council to actively encourage, support and facilitate environmental and public realm improvements in Leixlip to address environmental quality, urban design, safety, identity and traffic impact.
 Leixlip LAP 2020-2023

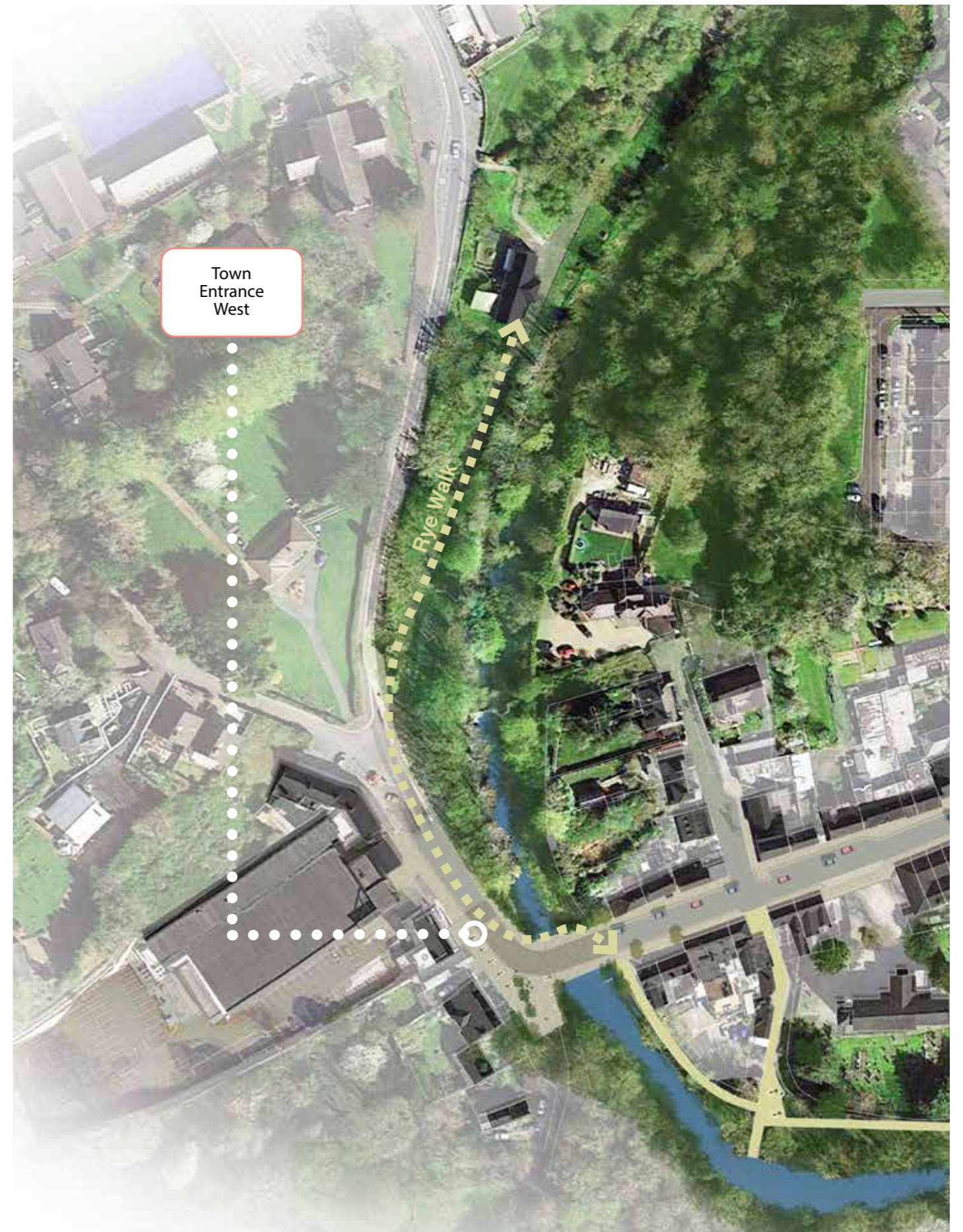
UCR3.1 UCR3 - Public Realm (Leixlip LAP 2020-2023 - p22)
 To ensure that all new development in the town centre contributes positively to and enhances the streetscape and public realm of Leixlip having regard to the Leixlip Town Renewal Masterplan.

UCR3.4 UCR3 - Public Realm (Leixlip LAP 2020-2023 - p22)
 To develop a multi-use central hub/node at Arthur Guinness Square and strengthen the connection between Main Street and the River Liffey, having regard to the outcome of the Town Renewal Masterplan.

UCR3.5 UCR3 - Public Realm (Leixlip LAP 2020-2023 - p22)
 To facilitate the extension, where appropriate, of the riverside walk along the northern bank of the River Liffey from William Roantree Park to Liffey Bridge.

UCR3.6 UCR3 - Public Realm (Leixlip LAP 2020-2023 - p22)
 To facilitate the redevelopment of Ralph Square and strengthen the connection between Main Street and the River Liffey.

UCR3.7 To encourage incidental play areas at suitable locations along the River Liffey walkway; opportunities may be possible within the riverside woodland adjacent to Rye River Mall and at the riverside amenity at William Roantree Park.



Public Realm Proposals Map



1. Main Street & Key Spaces

Proposals -Thresholds- Town Entrance

Where

Where Main Street meets Rye Bridge and the Liffey Bridge

What

Public Realm Improvements including new raised tables with contemporary finishes, street furniture and landscape interventions.

Why

The R148 becomes Leixlip Main Street between the Rye and Liffey Bridges. At each bridge the road turns a corner into Main Street with vehicular dominance leaving the town unannounced to pedestrians, cyclists and drivers alike.

These town thresholds offer an opportunity to visually mark the entrance to Leixlip Main Street, suggest a slowed traffic speed and mark the beginning of a pedestrian and cycle focused environment.

Public Realm Policy UCR3 of the LAP has an aim to “actively encourage, support and facilitate environmental and public realm improvements in Leixlip to address environmental quality, urban design, safety, identity and traffic impact”.

In addition, the following Objective UCR3.1 aligns with the proposed public realm improvements to Leixlip town threshold - “To ensure that all new development in the town centre contributes positively to and enhances the streetscape and public realm of Leixlip having regard to the Leixlip Town Renewal Masterplan”.

Figure 5-3 of the LAP, ‘Framework for Proposed Public Realm Improvements in Leixlip’ notes “Streetscape improvement works along the Main Street to include pathway improvement works, street trees, street furniture and integrated parking”. (see diagram as part of Arthur Guinness Square proposals).



Google Street View- Rye Bridge, Main Street West



Google Street View, Main Street West



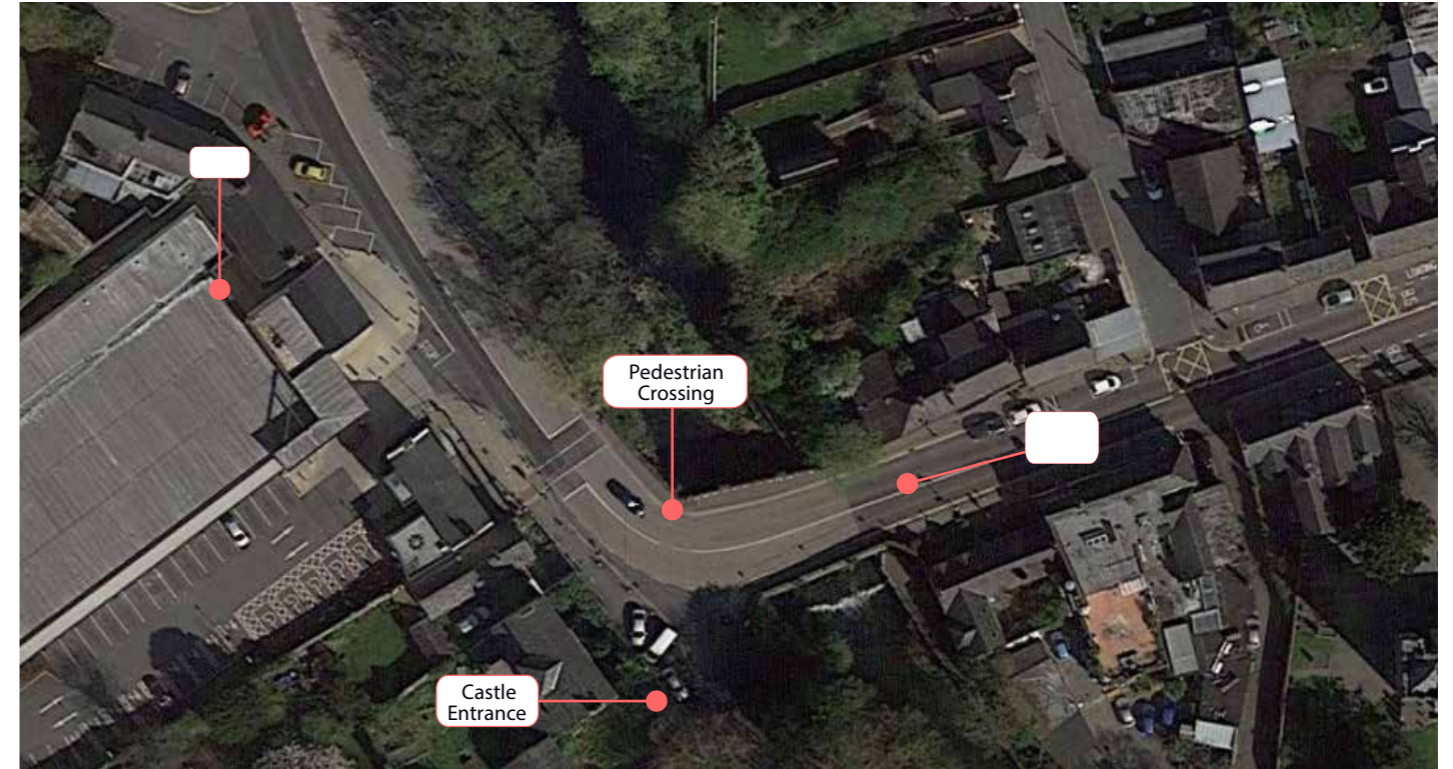
Google Street View- From Liffey Bridge, Main Street East



Google Street View- Main Street East



Google Street View- Salmon Leap Bridge with narrow carriageway and Pavement to one side only.



Google Aerial, Main Street West



Google Aerial, Main Street East

1. Main Street & Key Spaces

Proposals -Thresholds- Town Entrance

How

Creating welcoming entrances to the town through the inclusion of raised tables, addressing the busy nature of the road to highlight pedestrian and cycle priority and in turn help with traffic calming to the length of the Main Street.

Consideration should be given to widening the Salmon Leap bridge to allow safer pedestrian and cycle access to the town and create a more inviting entrance and space to view the river. The narrowness of the path and road over the bridge combined with the height of the bridge railing and volume of traffic make this a poor environment to traverse the river.

Extending the river walk towards the Salmon Leap Bridge following the old mill race offers potential to realise increased areas for water sports and improvements to the overall appearance along the river edge

Using a language of paving finishes and street furniture that will extend across the town centre to create a strong identity for Leixlip. Limiting the need for road markings and road signage through carefully considered paving choice. Using landscape interventions or street furniture in place of bollards to create an un-cluttered and pleasant streetscape.

Note: All projects proposed are indicative only and will be subject to further consultation, assessment and analysis at detail design stage.



Roun, Quartier Grammont - Arc En Terre photo - arc-en-terre.fr



Blooming City Nieuwegein by Bureau BB - Photo by BpluB



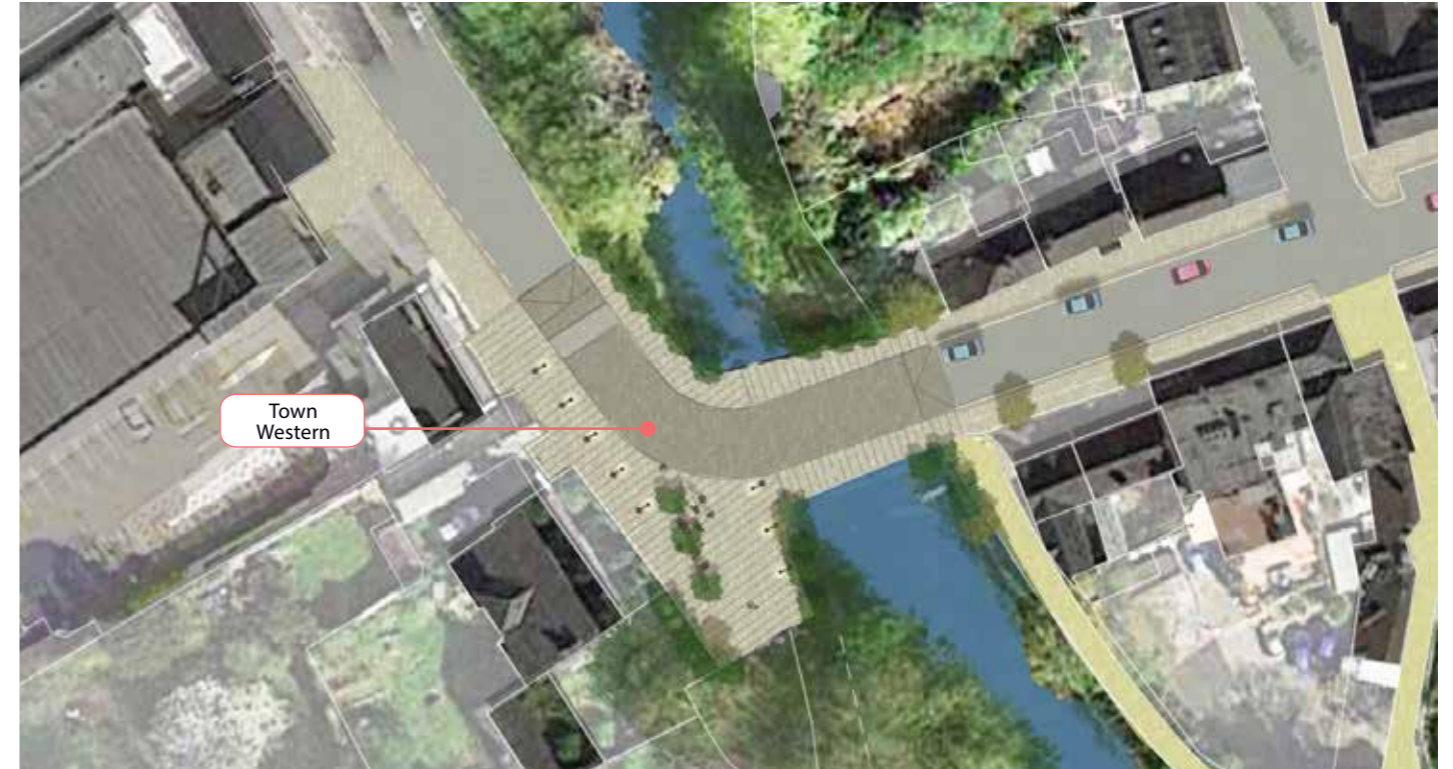
Ferdinando Savoia Square. Design by CLAB Architettura with Circlelab©. Photo by Davide Pretto©



Concurso de ideas Birco - Tectonicablog



Concurso de ideas Birco - Tectonicablog



Eastern Entrance Proposal Area



Western Entrance

1. Main Street & Key Spaces

Proposals in Detail - Arthur Guinness Square

Where

Arthur Guinness Square

What

A new public space, providing a focal point for the town centre to create a pedestrian friendly environment. The public realm improvements will give priority to the pedestrian and strengthen the connection between the town centre and River Liffey by rebalancing pedestrian and car movement through the space. This will enhance the capacity for use of the space, improving its cultural offer and creating a significant improvement for town centre living.

Why

Arthur Guinness Square occupies a key space between the town's main street and the amenity asset of the River Liffey. Currently occupied by a carpark, views to the river are impeded by cars. Ground finishes are varied and the pedestrian realm is interrupted by bollards.

The entrance to the square is narrowed by the health centre building, which offers potential for an active frontage to the square entrance, should a change of use and new building be considered.

The eastern edge of the square is fronted by a health centre and pumping station with an inactive frontage. The western edge is bounded by an historic stone wall that forms the enclosure to the adjacent St. Mary's Church of Ireland. The square would greatly benefit from a cohesive public realm strategy that maximises the potential of the square, and ties into a wider strategy for the main street, heritage trail and the town as a whole.

Policy UCR3 of the Leixlip Local Area Plan 2020 - 2023 (The LAP) highlights the Council's intent to "actively encourage, support and facilitate environmental and public realm improvements in Leixlip to address environmental quality, urban design, safety, identity and traffic impact". Section 5.5 Public Realm Improvements includes a number of policy objectives for public realm improvements in Leixlip Town Centre. Objective 1 focuses on improvements to Arthur Guinness Square and strengthening the connection between the town centre and the River Liffey. This could be achieved through:

- "A carefully designed approach to public realm plans to encourage and regularise a range of multi-use zones; which shall include pedestrian linkages (to/from the town centre connecting to Arthur Guinness Square), car parking and/or market stalls etc. or for occasional events.
- A strong, safe and well demarcated pedestrian link from Main Street to Arthur Guinness Square
- Encouraging a link between the Main Street and the river setting."



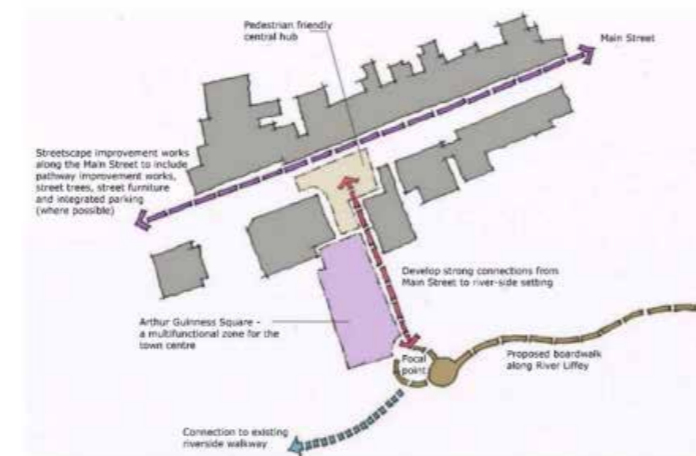
Google Streetview - Arthur Guinness Square



Google Streetview - Entrance to Arthur Guinness Square



Leixlip LAP 2020-2023, KCC - Figure 5-4 Arthur Guinness Square - Indicative Public Realm Improvement No. 1



Leixlip LAP 2020-2023, KCC - Figure 5-3 Framework for Proposed Public Realm Improvements in Leixlip



Google Maps - Aerial View of Arthur Guinness Square

1. Main Street & Key Spaces

Proposals in Detail - Arthur Guinness Square

How

The newly landscaped public space, will give priority to pedestrians by containing parking to the western boundary, allowing a clear public thoroughfare and strong visual link between Main Street and the riverbank. High quality paving will integrate delineations between pedestrian and shared surfaces and mark the interface of the space with Main Street in the form of a raised table.

A new frontage to the existing pumping station will have a materiality and common language with the public realm interventions, creating a new edge to the public space.

Note: All projects proposed are indicative only and will be subject to further consultation, assessment and analysis at detail design stage.



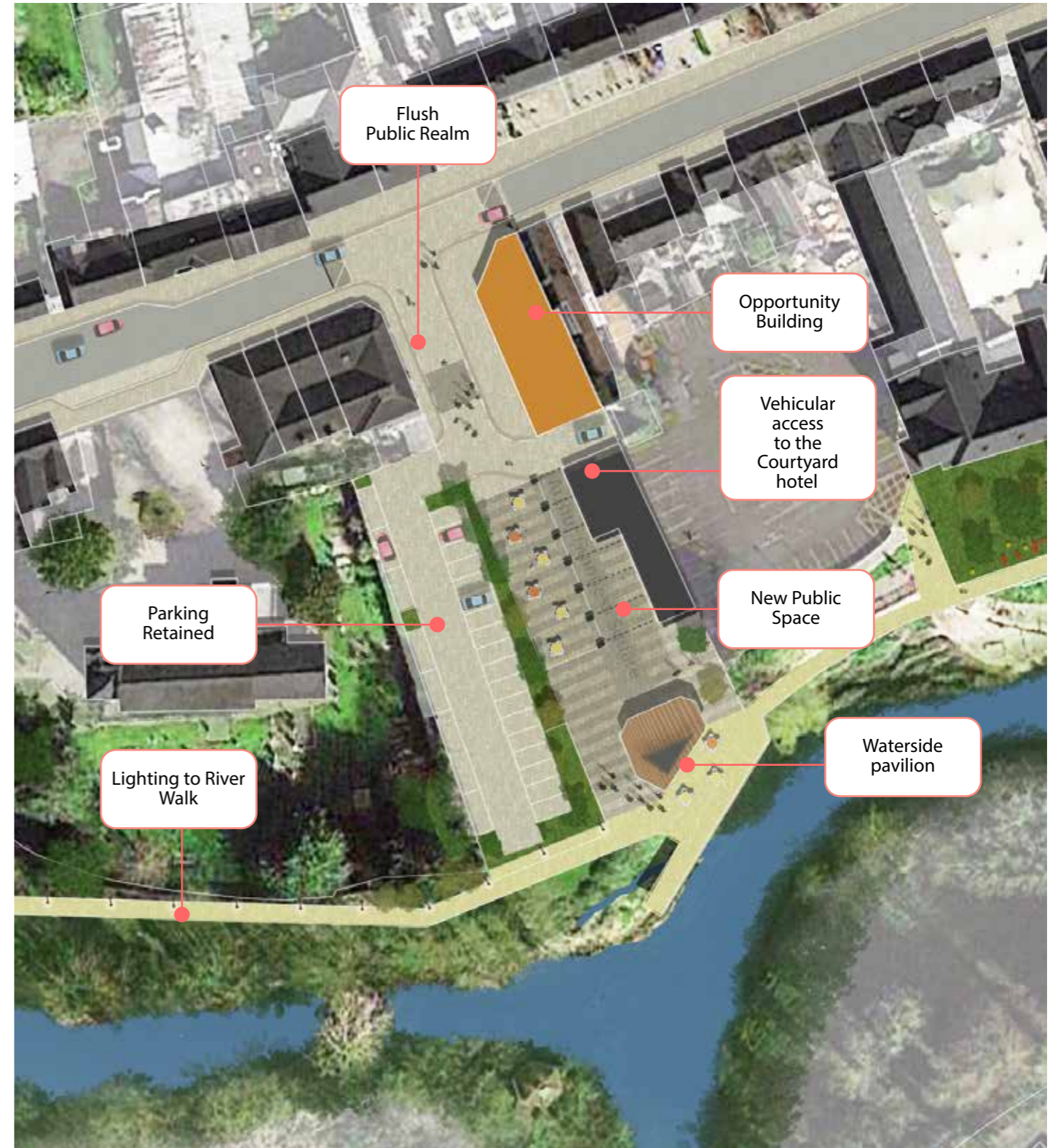
Plaza de Santa Barbara - Image from Enochliw



Plaza Vallduara y Calle Camp D'Urgell, Manresa - David Closes. Photo from Hicaraquitectura.com



Plaza de Santa Barbara - Image from Enochliw



Public Realm Proposals - Arthur Guinness Square.

1. Main Street & Key Spaces

Proposals in Detail - Captain's Hill & Ralph Square

Where

Captain's Hill & Ralph Square

What

Public realm improvements to include widening of the public realm at Captain's Hill and the creations of the new public space at Ralph Square.

Why

Policy UCR3 - Public Realm is centred around environmental and public realm improvements in Leixlip. Objective UCR3.6 is *To facilitate the redevelopment of Ralph Square and strengthen the connection between main Street and the River Liffey.*

Section 5.5.3 of the LAP addresses Ralph Square specifically and highlights that *"While the area is too small to form a square of civic proportions it does have the potential to create a very attractive space due to its narrow entrance and the small scale of the surrounding development"*. It goes on to state that *"There are a number of existing commercial uses located along the square which attract vehicular traffic reducing the potential to create a pedestrian centre. In addition, to the south of the square which opens onto the River Liffey walkway, there are a number of derelict properties. The regeneration of this area has the potential to attract enterprises which stimulate pedestrian movements through this space connecting Main Street to the River Liffey."*

Objective 3 may be achieved through:

- *"Upgrades to building façades, where appropriate, within Ralph Square;*
- *The provision of soft landscaping to enclose the square and provide relief from hard urban materials;*
- *A focus on pedestrian access (to/from the town centre to Ralph Square) and active uses to encourage a vibrant atmosphere;*
- *The removal of parking and resurfacing the square with natural stone or paving;*
- *The refurbishment and reoccupation of units south of the square for active uses and over the shop living; and;*
- *The provision of a focal entrance to the proposed riverside walkway."*

In close proximity to Ralph Square, Captain's Hill is a busy junction with Leixlip Main Street. With some parking spaces already having been removed to facilitate widened footpaths and seating for adjacent businesses, this space has further potential for increased width to the public realm and strengthened visual presence through the use of contemporary street finishes and street furniture that will sit comfortably against and enhance the historic surroundings of Leixlip Town.

The derelict or unused buildings are a real shame and bring the town down, there should be some way to encourage selling or renting of those to new businesses.

Get rid of parking spaces outside Bank of Ireland, which are dangerous for the purpose of car parking. And turn area into covered seating areas for outdoor use through all weather's. Council should be encouraging shops for initiative thinking of improving the village and the whole of the village buildings need painting.



Figure 5-6 Ralph Square – Indicative Public Realm Improvement No. 3

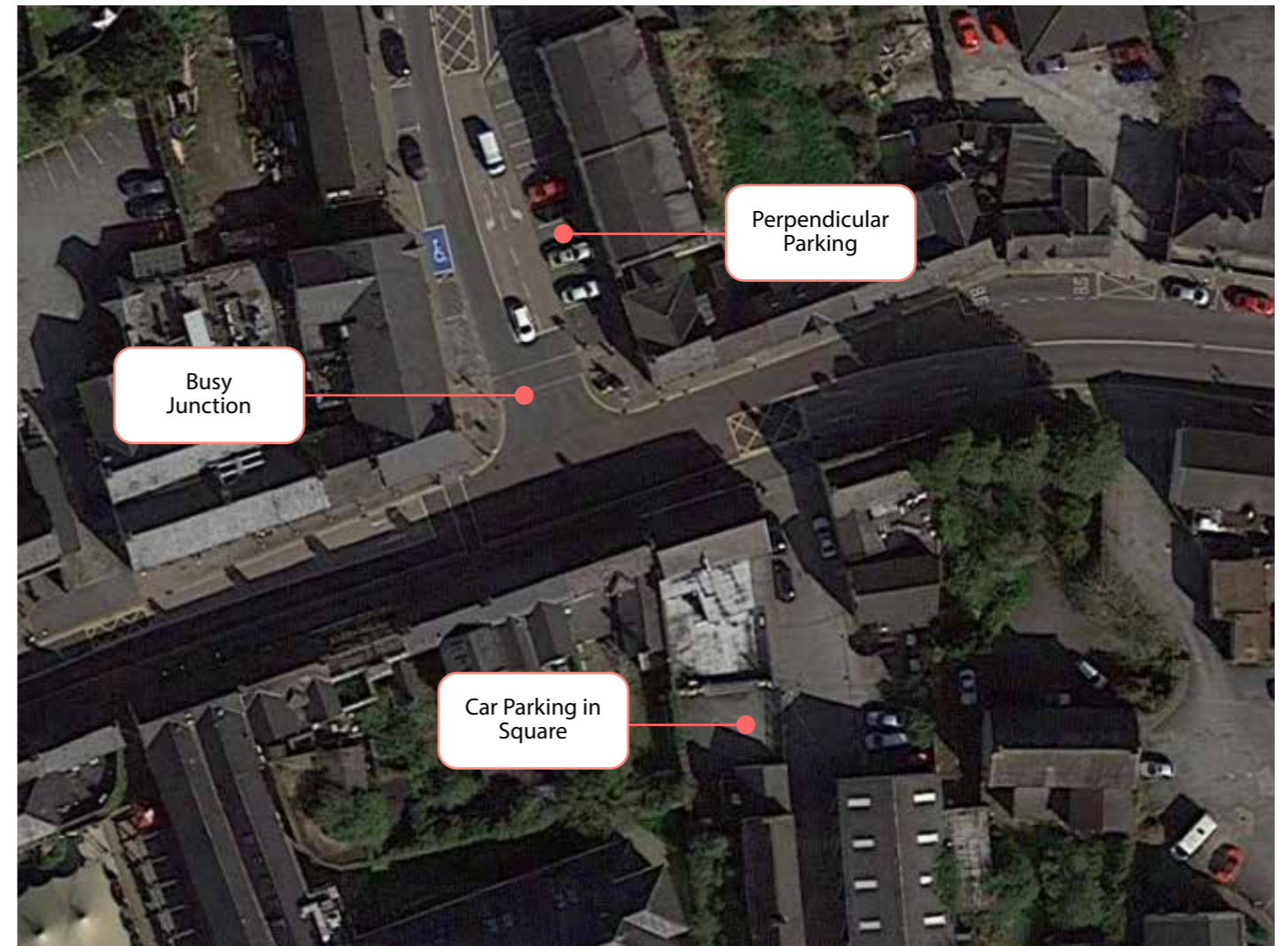
Extract for Local Area Plan - Sketch Proposals for Ralph Square



Ralph Square



Captain's Hill



Aerial Image of Captain's Hill & Ralph Square

1. Main Street & Key Spaces

Proposals in Detail - Captain's Hill & Ralph Square

How:

A commonality of surface treatment and street furniture will tie the two spaces together, linking through the River Liffey and Heritage Trail, forming part of a network of interconnected spaces. A raised table to main street will promote priority for pedestrians and define the public space. The reduction of parking spaces to Captains Hill will increase space for incidental seating outside the existing restaurants and cafe's, something that has already been under development by KCC through the installation of parklets (seating to replace parking spaces) during the pandemic to address the need for outdoor public seating.

Remaining spaces will be parallel rather than perpendicular to address comments received during the public consultation process around dangerous reversing manoeuvres onto the road outside the Bank of Ireland.

Note: All projects proposed are indicative only and will be subject to further consultation, assessment and analysis at detail design stage.



823 Congress Pocket Patio, DWG Landscape - Photo World Landscape Arch.



Image from Leo Chen - Pinterest



Markt Erlbach - SRAP Architects & Besco - Image - besco-gmbh.de



Map of North Mainstreet Backlands Regeneration from Leixlip Lap 2020-2023



On-street planting and seating, by megapolisgroup - image - megapolis-group.spb.ru



Public Realm Proposals - Captains Hill and Ralph Square

1. Main Street & Key Spaces

Proposals Arthur Guinness Square:



Google Streetview - Arthur Guinness Square (before)



Proposed view - Arthur Guinness Square

1. Main Street & Key Spaces

Proposals -Thresholds- Town Entrance



Google Street View-Looking west down Mainstreet (before)



Proposal Looking west down Mainstreet

1. Main Street & Key Spaces

Proposals in Detail - Captain's Hill & Ralph Square:



Google Streetview - From Captains Hill looking towards Mainstreet (before)



Proposed View- From Captains Hill looking towards Mainstreet

2. The Wonderful Barn

Site Context

What

Adaptive re-use and restoration of the site as an integrated tourism and amenity destination to be informed by a detailed conservation and management plan. This study will propose potential uses and tenants for the building while also proposing improvement to its surrounding lands increasing the prominence of this historic site.

Why

Completed in 1743 the Wonderful Barn served several different purposes.

“The primary use was as a grain store, the construction of which created employment as part of a famine relief scheme after some hard winters in the early 1740s. It also served the purpose of pleasure through its high-level vantage point, making it an impressive prospect tower.” Please refer to HowleyHayesCooneys Stage 1 Report for further information and historical analysis.

Kildare County Council acquired the complex and surrounding lands in 2005 and is the current owner. Unfortunately in the last number of years, Barnhall House was subject to arson attack(s) and was badly damaged, particularly the roof structure, with much of the interior scorched and some timber floors also suffering structural damage. Subsequently, programmes of work were completed to re-roof the house, carry out other emergency repairs and install anti-vandalism security.

The Leixlip Local Area Plan 2017-2023 states that “The Wonderful Barn, Leixlip Castle and Leixlip Spa in particular present opportunities to attract tourists to Leixlip. Together with its links to Castletown House in Celbridge, Leixlip offers the opportunity for visitors to visit a cluster of attractions in the area.”



Wonderful Barn



View from top of barn (looking east)



Barnhall House - image source:



Walled Garden



Dovecote

2. The Wonderful Barn

Opportunities and Constraints

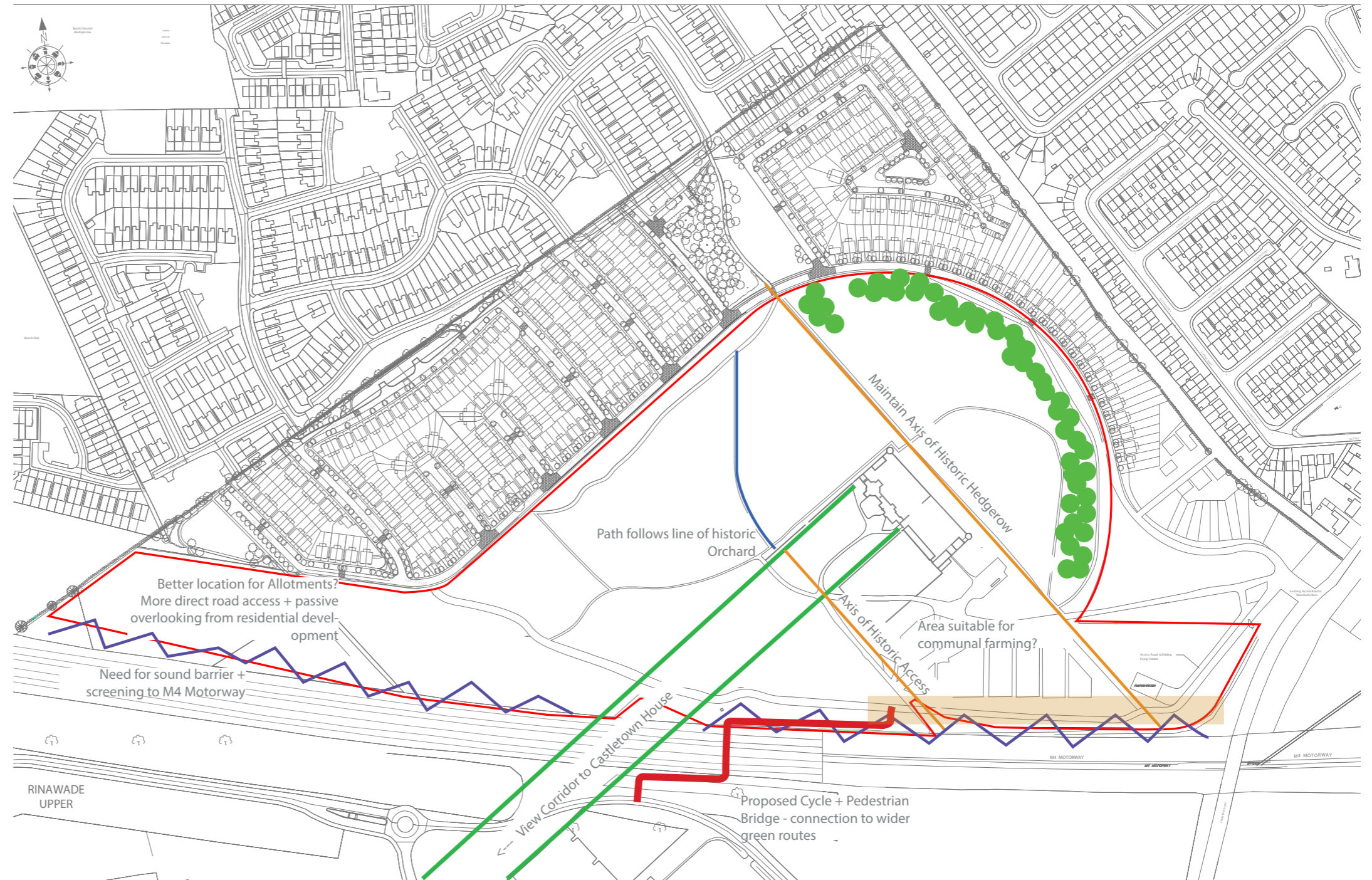
There are several planned concurrent third-party projects adjacent to/interacting physically with the overall site during the duration of this project including:

- a major project for a pedestrian and cycle overpass over the M4 to link The Wonderful Barn at Leixlip to Castletown Demesne
- Kildare County Council Sustainable Transport Section (Active Travel programme of works) are currently delivering quality pedestrian/cycle schemes and permeability openings to the surrounding estates and catchment, to link the site to Confey station.
- a new County Development Plan will become available during the lifetime of this project
- Noise mitigation measurements are being considered for the M4 motorway both within and along the site boundary

Maintenance and reinstatement of the view corridor between Castletown House and the Wonderful Barn needs to be discussed and coordinated with all parties involved to ensure the view is maintained.

How

The provision of an integrated tourism and amenity destination on The Wonderful Barn site accommodating a range of day and evening time uses could take several forms. This is best described through precedent on the following page



Constraints and Opportunities Diagram_N.T.S.

2. The Wonderful Barn

Precedent Analysis

Studies of the following comparable sites and facilities were carried out by the design team in order to inform and develop the 'Optimum Option'.

1. Kilruddery House, Wicklow
Offering: Wedding Venue, cafe and productive landscape
2. Airfield Estate, Dundrum
Offering: Wedding Venue, cafe and productive landscape
3. Clonabreeny House, Meath
Offering: Wedding Venue, cafe and productive landscape
4. Peoples Park, Dun Laoghaire
Offering: Cafe, Event space, play Area
5. Centre D'Arte la Cuisine, France
Offering: Restaurant, Culinary School, Cafe, Productive Landscape
6. Hackney City farm, London
Offering: Cafe, Education Centre, Productive landscape, Event Venue
7. Hauser and Wirth gallery, Somerset
Offering: Gallery, Event Space, Cafe
8. Paradise park, London
Offering: Community Centre, Cafe, Play park, Productive Landscape
9. Cliff at Lyons, Kildare
Offering: Restaurant / Culinary Experience, Hotel, Wedding Venue, Cafe, Productive landscape
10. Ballykeefe Amphitheatre, Kilkenny
Offering: Event Space
11. Derrybeg farm, Kildare
Offering: Productive Landscape
12. Nano Nagle Place, Cork
Offering: Historic Exhibition, Cafe, Event Space, Community Centre



1. Kilruddery House, Wicklow



2. Airfield Estate, Dundrum



3. Clonabreeny House, Meath



4. Peoples Park, Dun Laoghaire



5. Centre D'Arte la Cuisine, France



6. Hackney City farm, London



7. Hauser and Wirth gallery, Somerset



8. Paradise park, London



9. Cliff at Lyons, Kildare

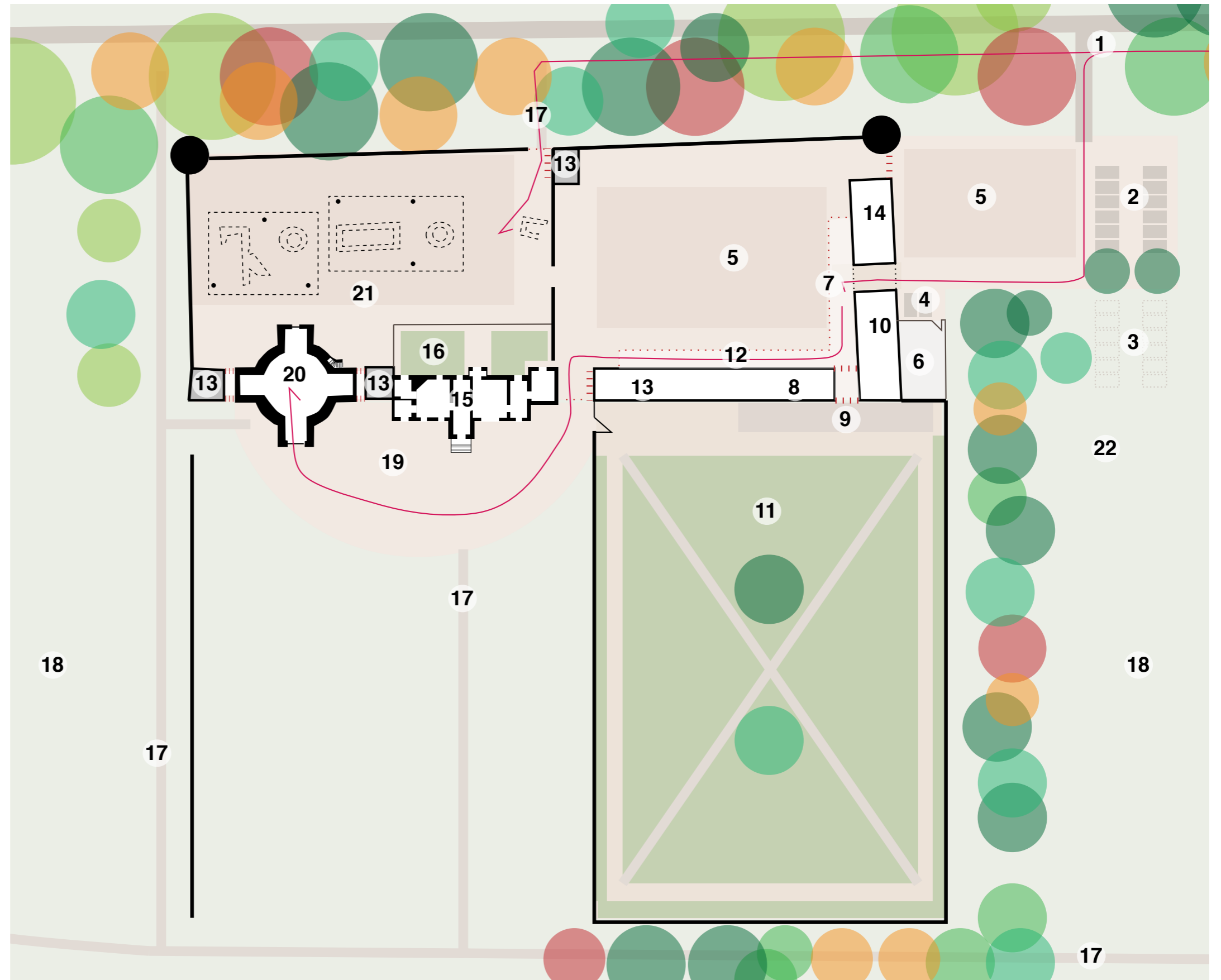
3. Design Proposal

Proposed Site Strategy

This diagram shows initial thoughts about the potential activities that could happen within the existing buildings whilst allowing for safe and comfortable movement through the site between the complex of buildings.

KEY

1. Shared surface vehicular route- deliveries and accessible parking
2. Parking
3. Spillover parking
4. Accessible Parking
5. Yard - flexible space for markets/ workshops/ events
6. Service yard- bins/ deliveries
7. Pedestrian and service vehicle access
8. Cafe
9. External Seating
10. Kitchen
11. Walled Garden
12. Covered external walkway
13. WCs/Store
14. Community Room/ Workshop
15. Barn Hall House- Short Term Late
16. Barn Hall House - garden
17. Pedestrian Route
18. New Parkland
19. Hard landscape Area
20. Wonderful Barn Venue
21. Archaeology Yard
22. Potential Urban Farm



Proposed Site Strategy

Precedent images relate to the site strategy indicated on the previous page, national and international examples of activities in similar external spaces and surroundings.



1. Tree Lined Avenue
A shared surface approach to the building complex lined by existing and new trees.
Image: Miller House and Garden, Indiana, by Dan Kiley



2. The Forecourt
A multi functional space to the East of the stables courtyard could be used for markets and events
Image: Red Stables, St.Annes Park, Dublin



22. Urban Farm
Potential to provide community / education space associated with allotments and walled garden
Image: Waterloo City Farm, outdoor classroom, London



5. The Yards
Flexible outdoor space for craft / farmers markets and events
Image: Market at Kilruddery House, Wicklow



11. Walled Garden
Reinstate historic walled garden. Potential for a productive community garden space
Image: Victorian Kitchen Garden, Phoenix Park, Dublin



11. Walled Garden
Reinstate historic walled garden. Potential for a productive community garden space
Image: Victorian Kitchen Garden, Phoenix Park, Dublin

3. Design Proposal

Proposed Adaptive Reuse

The best way to preserve our historic buildings is to bring them back into use. This means finding sustainable uses that fit with both the local community's needs and with the layout and character of the existing buildings. Images on the next page indicate potential activities that could happen within the buildings and courtyards

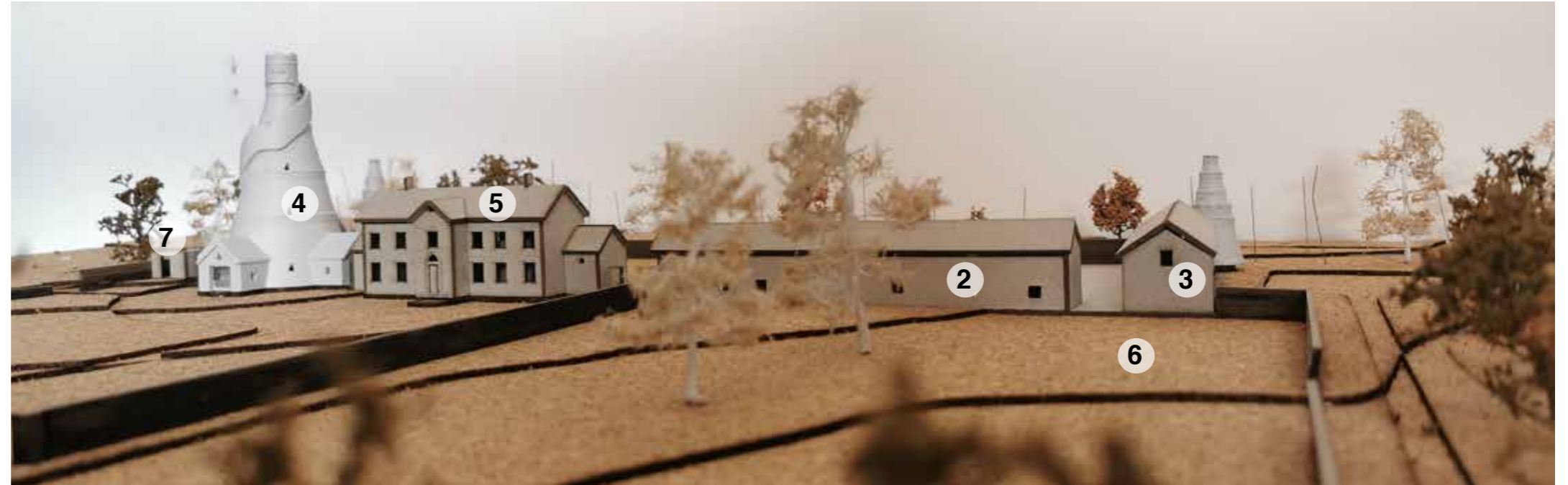


Image of site model 1:200

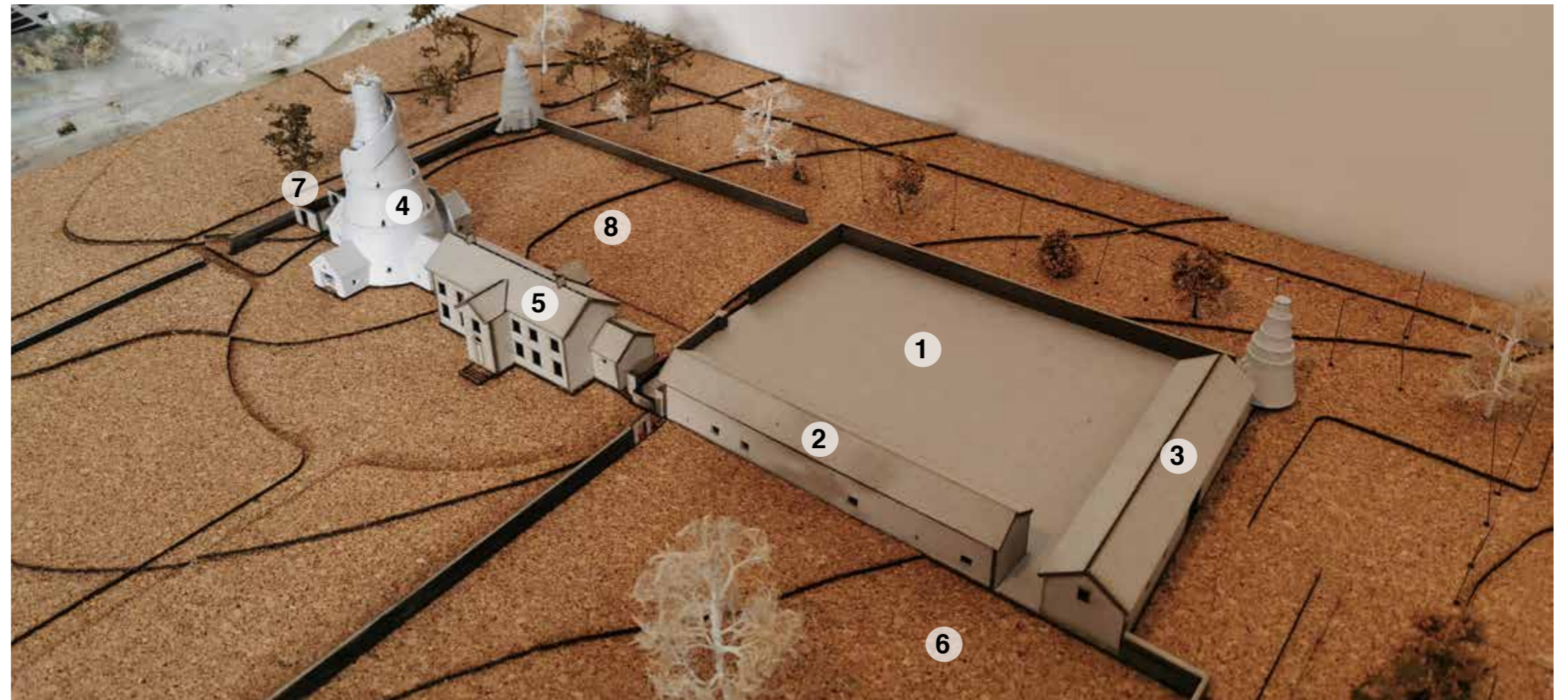


Image of site model 1:200

KEY

- 1. Existing Courtyard 1 - markets and outdoor seating
- 2. Existing Stable 1 - Cafe / restaurant
- 3. Existing Stable 2 - Community and arts workshops
- 4. Wonderful Barn - Venue for events
- 5. Barnhall House - Community and short term let
- 6. Walled Garden - Kitchen garden
- 7. Potato House - WCs and back of house to support venue within the Wonderful Barn
- 8. Existing Courtyard 2

3. Design Proposal

Proposed Adaptive Reuse



1. Existing Courtyard - Markets and outdoor seating

Image: Red Stables, St.Annes Park, Dublin



2. Existing Stable 1 - Cafe

Image: Kilruddery Stables Cafe, Wicklow



3. Existing Stable 2 - Community and Arts

Image: Fumbally Stables, Dublin 8



4. Wonderful barn - Venue

Image: Culture Night Wonderful Barn



5. Barnhall House - Community and Short term let

Image: Castletown Round House, Landmark Trust



6. Walled Garden - Kitchen garden

Image: Ballynahinch castle, Walled Garden & Greenhouse



7. Potato House - Practice room / Green room / back of house to support performances within the Wonderful Barn

Image: Fumbally Stables, Dublin 8



8. Existing Courtyard 2 - landscaped courtyard

Image: Joseph Mias Public Realm in historic setting

3. Heritage Play Trail

Existing Condition

What:

Reinforcing the existing river-walk with upgrades to lighting and ground finishes. Punctuating the route with river terraces, to align with main street connections and to provide views to key buildings and along the river. The extension of the pedestrian connection from William Roantree Park to the Liffey Bridge and the inclusion of a new play trail along the river walk.

Where:

Along the River Liffey, between the Liffey Bridge and Rye Bridge, which is part of Arthur's Way - a 16km heritage trail across northeast County Kildare that follows in the footsteps of Arthur Guinness. It links many of the historic sites associated with the Guinness family. Leixlip is included along the route as it is the site of Guinness' first brewery.

Why:

Policies & Objectives from Leixlip LAP:

Policy HC3 - Social Infrastructure - *it is the policy of the Council to facilitate and secure the provision of social infrastructure to support existing and new communities within the LAP area, in a manner which provides flexibility to respond to varied and changing community needs.*

- Objective HC3.3 *To support and facilitate the provision of children's play facilities in Leixlip, including playgrounds and a skate park, for children of all ages having regard to children with special needs*

Policy EDT3 - Tourism - *It is the policy of the Council to support and facilitate existing amenities and the development of sustainable tourism infrastructure, attractions, activities and facilities in Leixlip.*

- Objective EDT3.2 - *To support and facilitate the development of an integrated network of Greenways and Heritage Trails, including blueways/water trails where appropriate, along the River Liffey, River Rye and Royal Canal corridors and to Castletown/Celbridge.*
- Objective EDT3.6 - *To support the development of new tourist facilities or upgrading/extension of existing tourist facilities.*
- Objective EDT3.9 *To support the development of a heritage trail through the town, linking the town centre to The Wonderful Barn, Castletown House and other historical demesne lands within and around the town.*
- EDT3.14 - *To support, encourage and promote historical linkages with William Francis Roantree Leixlip's Forgotten Fenian.*

Policy UCR3 - Public Realm - *It is the policy of the Council to actively encourage, support and facilitate environmental and public realm improvements in Leixlip to address environmental quality, urban design, safety, identity and traffic impact.*

- UCR3.5 - *To facilitate the extension, where appropriate, of the riverside walk along the northern bank of the River Liffey from William Roantree Park to Liffey Bridge.*
- UCR3.7 *To encourage incidental play areas at suitable locations along the River Liffey walkway; opportunities may be possible within the riverside woodland adjacent to Rye River Mall and at the riverside amenity at William Roantree Park.*

Also, would be great to have some small places for children entertainment as I am not aware of any in the village itself. Even a single swing or an activity wall, which also could be decorated to reflect Leixlip's character. Also might be possible to paint murals on the neglected shops / buildings to add a bit of cheer.



Sketch From Leixlip LAP 2020-2023 of 'Riverside Boardwalk'



Riverside Walk on Heritage Trail



Existing terrace on Heritage Trail



Existing Pavilion on Heritage Trail



Google Maps - View of Existing Riverwalk / Heritage Trail

3. Heritage Play Trail

Proposals

How: Providing new finishes to the existing river walk with a continued language from the proposed public realm upgrades to the main street and key spaces. New terraces projecting over the river at key points with focused views on key buildings such as the Boathouse, Leixlip Castle and with views along the River Liffey. Incorporating a series of play interventions along the pedestrian route, activating the heritage trail by drawing pedestrians from the main street along the edge of the river.

The completion of the restoration of the Boat House in Leixlip Castle will be included as part of any proposals for the river frontage, having regard to the prominence of the Boat House as a focal point from a number of different viewpoints along the river walk.

This riverside walk will follow the route of the Old Mill Race. As part of the extension of this walkway, consideration will be given to highlight this area and improving or altering the appearance of the concrete edges to the river to improve the overall appearance. The extension of the riverside walk to the Liffey Bridge will incorporate a stepped connection between the low level Liffey Bank and the Liffey Bridge.

Note: All projects proposed are indicative only and will be subject to further consultation, assessment and analysis at detail design stage.



Heritage Trail proposal area



Amir Avenue, Hadera - Bo-Landscape. Photo Yaav Peled



Levy Park, Houston, TX - OJB. Photo from Landez-ine-award.com



Garden City Play Environment - Space2Play

3. Heritage Play Trail

Proposals



View from heritage trail looking towards Arthur Guinness Square



Proposed View from heritage trail looking towards Arthur Guinness Square

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Project 4: Improved Cycle Infrastructure

Existing Condition

What

Maintaining existing cycling infrastructure and creating new connections and cycle routes around the town, in particular connecting the wonderful barn to Leixlip.

Where

Townwide

Why

Chapter 8.1 of the LAP, 'Walking and Cycling' notes

"There is potential for improved pedestrian and cycle networks which, in addition to providing additional modal choice, can bring public realm, amenity and tourism benefits for those living and working in the area".

The Greater Dublin Area (GDA) Cycle Network Plan identifies a network of intra-urban and urban cycle routes across the GDA. Leixlip is located in the North Kildare Sector Town Cycle Network. The key routes proposed for this sector of relevance to Leixlip are:

- K1 Royal Canal Greenway;
- LP1 R148 Main Street and Maynooth Road to Intel Plant cycle route; and
- LP2 Barnhall Road to Celbridge via Castletown Demesne cycle route.

Overall permeability and connectivity of pedestrian and cycle routes between destinations and communities in the town is poor. This is primarily due to the limited number of crossing points over the Rye Valley, Royal Canal and railway line. Pinch points such as Captain's Hill also restrict permeability and connectivity.

Policies & Objectives from the LAP:

Policy MT1 Walking and Cycling - *It is the policy of the Council to promote enhanced permeability for pedestrians and cyclists within the urban environment in order to improve access to the town centre, local schools, recreational facilities, shops, public transport services and other amenities. This includes providing improved connectivity across the River Rye, Royal Canal and railway line, and enhanced links with Maynooth, Celbridge and Dublin.*

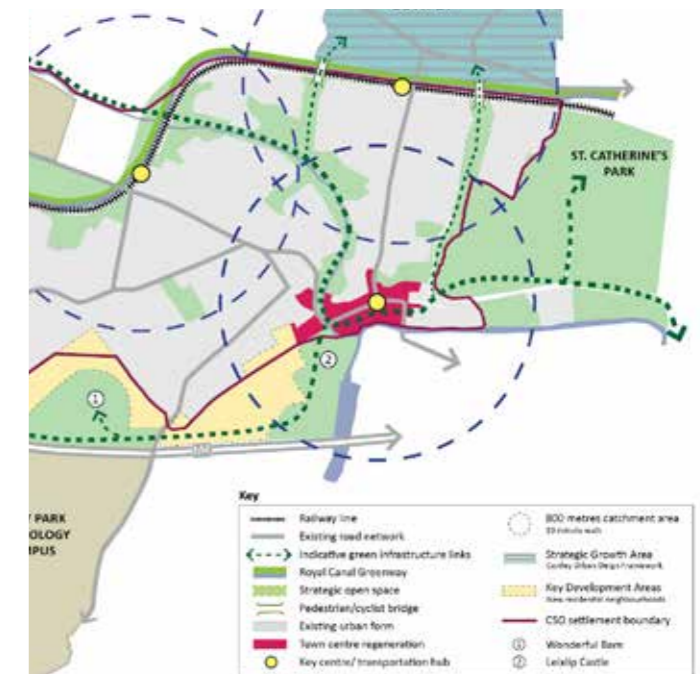
- Objective MT1.2 - *To support cycling as a more convenient and safe method of transport through the development of new or improved cycle facilities in Leixlip.*
- Objective MT1.3 - *To work with the National Transport Authority (NTA) to implement the Greater Dublin Area Cycle Network Plan proposals for Leixlip, including the North Kildare Cycleway (Dublin – Galway) subject to detailed engineering design and any mitigation measures presented in the Strategic Environmental Assessment (SEA) and Natural Impact Statement (NIS) accompanying the NTA Plan.*
- Objective MT1.8 - *To improve access to the town centre from nearby housing estates with the provision of new paths and cycleways, supporting measures to improve safety at crossing points on Main Street and nearby junctions.*
- Objective MT1.11 - *To support the delivery of a pedestrian and cycle overpass of the M4 to link The Wonderful Barn at Leixlip to Castletown Demesne in Celbridge in consultation with Transport Infrastructure Ireland (TII).*
- Objective MT1.13 - *To improve permeability within the plan area and increase access to key public transport nodes ensuring ease of accessibility to/from existing residential and commercial areas subject to appropriate public consultation.*



Proposed Cycle Network from Leixlip 2020-2023 LAP



02. Celbridge Road East KDA Leixlip 2020-2023 LAP



Leixlip Core Strategy Concept Map Leixlip 2020-2023 LAP

Project 4: Improved Cycle Infrastructure

Constraints & Opportunities

How

Maintaining existing cycling infrastructure and creating new connections and cycle routes around the town, in particular connecting the wonderful barn to Leixlip.

Note: All projects proposed are indicative only and will be subject to further consultation, assessment and analysis at detail design stage. .



Cyclelane with planted protective green strips to separate and protect, Lyon, France, by Gautier-Conquet
image source, Gautier-Conquet.fr



Cycle lane Seattle at Amazon Headquarters,
image source, Green space.com

Currently the cycling facilities around Leixlip range from poor to none. Paint is not protection and in many cases can be more dangerous to cyclists than no cycle lane. Cycle paths shared with the footpath will not be used by commuting cyclists simply because of their design and loss of priority at every junction. In addition cycle paths should not be shared with pedestrians to ensure safety for both. Segregated cycle paths is the only solution. Any new cycle lanes need to be segregated both from pedestrians and from cars.

There is nowhere for people who do choose to cycle to secure their bike. Sheffield stands (rather than the wheel racks) in locations around the town will help encourage more active travel.



Image Cycle routes proposed location and link to the wonderful Barn

A

**Appendix A:
MacCabe Durney Barnes
Reports**



Leixlip Town Renewal Plan

Stage 1 – Background Report

April 2020



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Document Control Sheet

Prepared by: TG		Checked by: JB
Project Title: Leixlip Town Renewal Plan		
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1 Introduction and Background

1.1 Purpose of the Report

MacCabe Durney Barnes and Metropolitan Workshop were commissioned by Kildare County Council to prepare an urban design analysis and a town renewal plan for Leixlip. As part of the plan preparation, a background report was prepared to inform the further stages of the project. This background report includes the following:

- Section 1: Introduction**
- Section 2: A socio-economic profile** of the settlement covering population, age profile, employment, travel and a review of population projections in accordance with the County Development Plan Core Strategy.
- Section 3: Retail and economic review** which considers key retailing, economic and other factors affecting the town and the broad catchment areas and function of the town.
- Section 4: Strengths, Weaknesses, Opportunities, Threats (SWOT)** analysis of the town.

A separate report on pedestrian surveys and observations will also be produced.

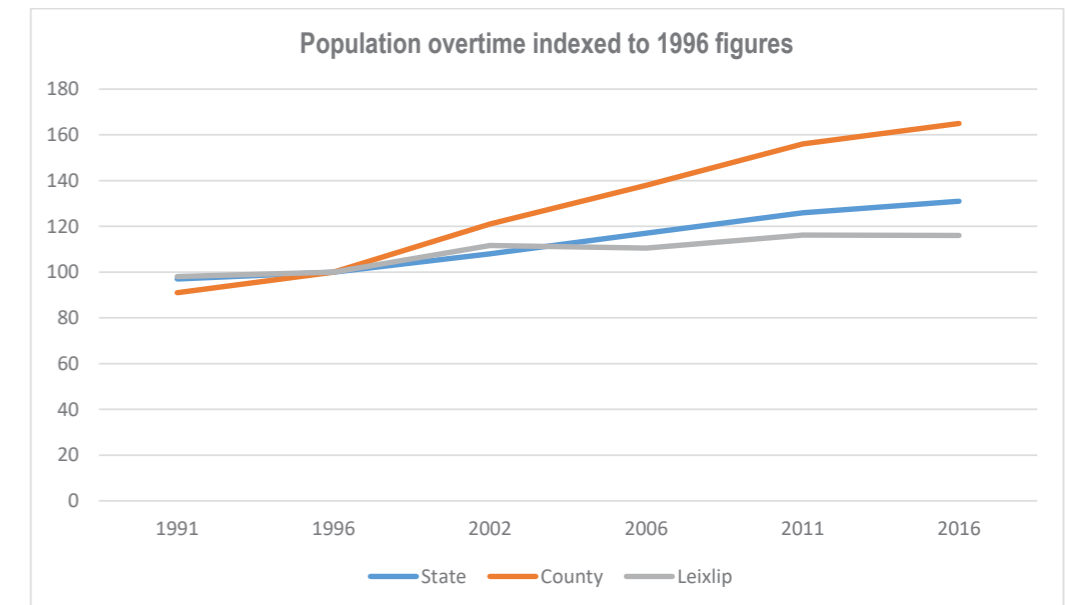
2 Population and Socio-Economic Profiling

2.1 Population over time

Based on the analysis of the Central Statistics Office (CSO) 2016 Census of population, the electoral division (ED) of Leixlip accommodates a population of 15,576, which is approximate to 7% of the Kildare County population. The population of Kildare has been growing rapidly and consistently over the 25 years from 122,656 in 1991 to 222,504 in 2016.

Figure 1 compares growth in the population of Leixlip, Kildare County and the State over a 25-year timeframe with an index of 100 in 1996. The County and State's population has risen by 65% and 31% respectively. During this same period, Leixlip town experienced a 16% increase which accounts for 4% the County growth, which is quite low. In comparison, other towns in Kildare such as Celbridge have grown by 111%.

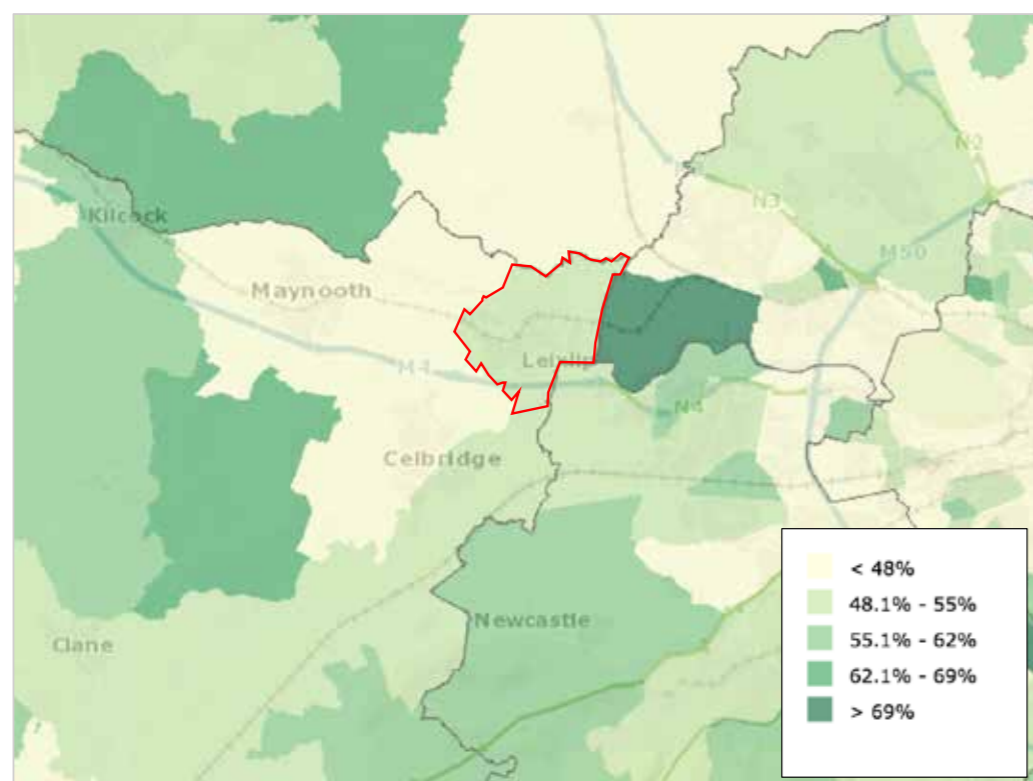
Figure 1: Population overtime indexed to 1996 figures



2.2 Age Profile

Leixlip and the State have a broadly similar age profile with a quarter of the population in the 0-18 years category and around 63% population under 45 years of age category. Between 2011 and 2016 there was a significant increase in the population under the category of the 65+ age group from 7.5% to 12%. It would be prudent to explore the future needs of these population cohorts as they age. Figure 2 shows the age dependency of Leixlip and surrounding EDs in 2016.

Figure 2: Age Dependency Ratio 2016



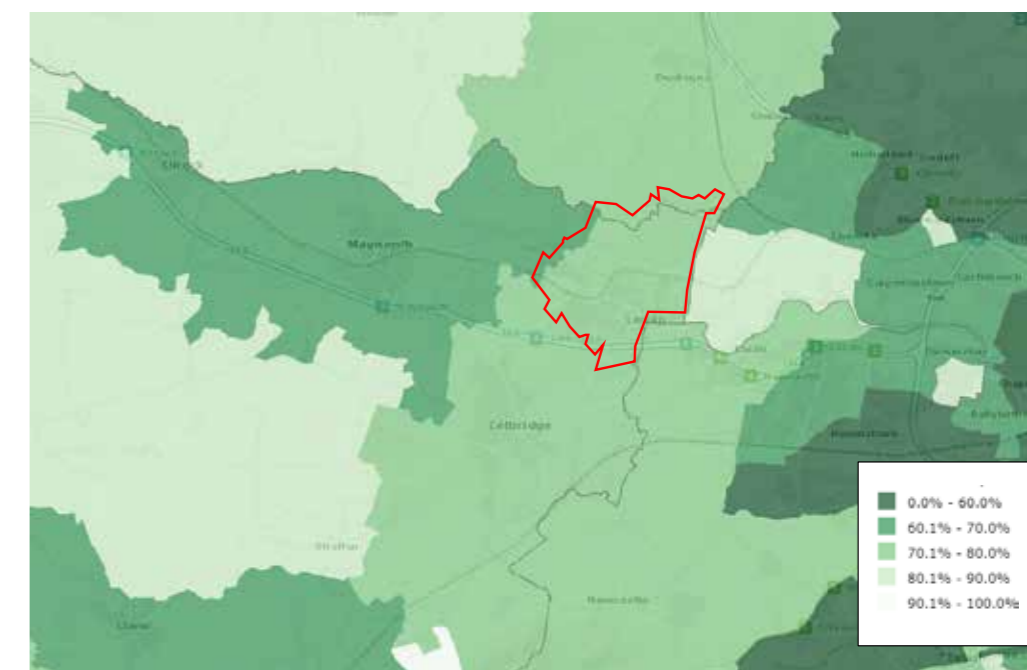
Source: CSO Census 2016

2.3 Households and Housing Tenure

In 2016, 40% of the households in the ED consist of a married couple with children. The recorded number of households in 2016 is 5,232 of which around 70% were living in 2 to 4 person households. 91% of the households live in houses.

There is a quite high number of owner-occupiers with around 76% in 2016. The numbers for owner-occupied households for 2011 and 2016 are comparatively similar. Figure 3 shows the share of owner-occupiers in 2016 in Leixlip.

Figure 3: Percentage of owner-occupiers households 2016



Source: CSO Census 2016

2.4 Industry and Employment

The Census provides information on 'socio-economic group' at small area level that can be useful to consider. Table 1 below shows the numbers in the County and Leixlip. The numbers for Category 'A Employers and Managers' and Category 'D Non-manual' are similar.

Table 1: Socio-Economic Occupation 2016

	Kildare County		Leixlip ED	
	Total	% Share	Total	% Share
A Employers and managers	42,879	19.4%	3,186	20.4%
B Higher professional	16,219	7.3%	1,368	8.7%
C Lower professional	26,964	12.2%	2,424	15.5%
D Non-manual	42,374	19.2%	3,264	20.9%
E Manual skilled	20,852	9.4%	1,426	9.1%
F Semi-skilled	17,524	7.9%	1,089	7.0%
G Unskilled	7,028	3.2%	372	2.4%
H Own account workers	11,614	5.3%	793	5.1%
I Farmers	5,197	2.4%	43	0.3%
J Agricultural workers	1,645	0.7%	4	0.03%
Z All others gainfully occupied /unknown	28,627	13.0%	1,671	10.7%

Total	2,20,923	100%	15,640	100%
--------------	-----------------	-------------	---------------	-------------

Table 2 below shows the industries employing people in the County and Leixlip. These employment categories are likely to be influenced by the presence of Intel in Leixlip employing circa 4,500 people in the electronics fabrication sector. The Leixlip complex is principally a manufacturing plant.

The figures in the employment industry for Leixlip are broadly aligned with that of the County except for the agriculture, forestry and fishing category which is comparatively lower. As seen in Table 2, there is a slightly bigger proportion of the population working in transport and communications and professional services.

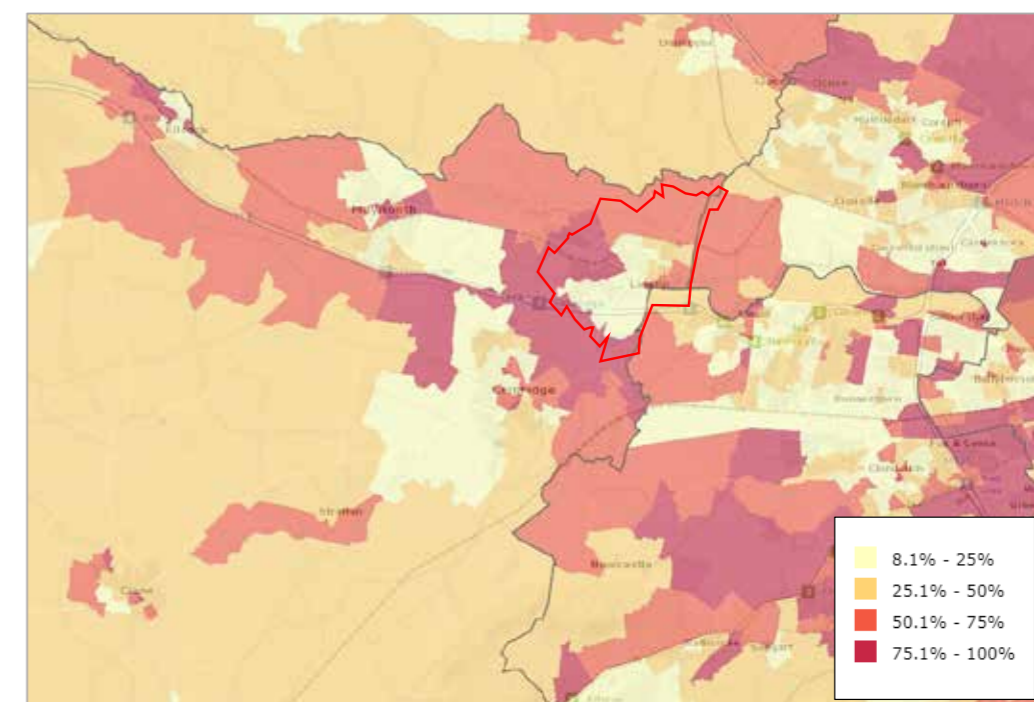
Table 2: Employment Industries in 2016

	Kildare County		Leixlip ED	
	Total	% Share	Total	% Share
Agriculture, forestry and fishing	3,190	3.32%	23	0.32%
Building and construction	5,838	6.08%	442	6.15%
Manufacturing industries	11,310	11.79%	897	12.48%
Commerce and trade	25,524	26.60%	1,841	25.61%
Transport and communications	8,272	8.62%	768	10.68%
Public administration	6,163	6.42%	558	7.76%
Professional services	21,919	22.84%	1,737	24.17%
Other	13,731	14.31%	922	12.83%
Total	95,947	100%	7,188	100%

Source: CSO Census 2016

The Census also provides information on the daytime population, which includes everybody who indicated they worked or studied in the area, along with the usual residents of that area who do not work or study (and so are there during the day). Figure 4 illustrates the percentage of workers over the daytime population. The effect of Intel and Hewlett Packard on the western periphery of the built-up area is clearly evident.

Figure 4: Percentage of workers over daytime population 2016



Source: CSO Census 2016

2.5 Means of Travel

The means of travel to work, school or college is predominately by motor car (driver) which accounts for 40% of the commuting movements, comparatively less to that of the County. The population travelling by train, DART or LUAS in Leixlip is very high compared to the rest of the County owing to the presence of the Louisa Bridge and Confey train stations at either end of the town. Around 50% of people take a longer journey to work or school or college with a travel time of 60 to 90 mins to school, college or work. This is explained by its location within 21.1 km west of Dublin City. The travel on foot is higher compared to the County figures suggesting the school, college and work destinations are in proximity to the residential areas in few cases. Although the figures for cyclist are slightly higher than the county likely due in parts to lack of cycling infrastructure.

Table 3: Means of travel in 2016

Means of Travel	Kildare County		Leixlip ED	
	Total	% Share	Total	% Share
On foot	20,814	13.75%	1,855	17.44%
Bicycle	2,405	1.59%	197	1.85%
Bus, minibus or coach	14,365	9.49%	1,175	11.05%
Train, DART or LUAS	6,076	4.01%	967	9.09%
Motorcycle or scooter	424	0.28%	65	0.61%

Motor car: Driver	64,152	42.38%	4,251	39.98%
Motor car: Passenger	28,077	18.55%	1,271	11.95%
Van	6,007	3.97%	366	3.44%
Other, incl. lorry	562	0.37%	13	0.12%
Work mainly at or from home	3,842	2.54%	186	1.75%
Not stated	4,645	3.07%	288	2.71%
Total	151,369	100%	10,634	100%

Source: CSO Census 2016

2.6 Population Projections Review

Table 3.2 of the Core Strategy of the County Development Plan 2017-2023 allocates population growth to settlements. Following the making of the RSES in June 2019, the Council prepared a proposed Variation No. 1 which includes revisions to the Core Strategy as shown in Figure 5 hereafter. The draft also includes amendments to the Settlement Hierarchy with Leixlip designated as a Self-Sustaining Growth Town. The proposed variation was available on public display at the time of drafting this report. The adopted core strategy states 7% growth in 2011-2023 and targets 2,240 units to be delivered by 2023 for the town of Leixlip. Proposed revisions, if adopted would result in an increase in the housing targets. However, the proposed/draft variation allocates 10.2% growth for 2016-2023 and targets the delivery of 615 dwellings by 2023. As can be seen, a decrease of 72.5% or a total of 1,625 dwellings is proposed for Leixlip by 2023.

Figure 5: Proposed Variation 1 County Development Plan 2017-2023 – Core Strategy Population and Housing Allocation

Settlement Type	Towns / Villages	2016 Census Pop	2016 Dwellings	Allocated Growth (%) 2016-2023	2023 Dwellings Forecast	NPF 2026 Pop Growth	NPF 2026 Pop Growth in housing units	Population Growth to 2023 (annualised from 2026 NPF Figures)	Dwellings Target to 2023
Key Town	Naas	21,393	7,726	14.9%	12,568	5,866	2,095	2,514	898
	Maynooth	14,585	5,171	10.9%	8,713	4,291	1,533	1,839	657
Self-Sustaining Growth Town	Newbridge	22,742	8,260	11.6%	12,030	4,567	1,631	1,957	699
	Leixlip	15,504	5,524	10.2%	8,839	4,016	1,434	1,721	615
	Kildare	8,634	3,158	4.7%	4,685	1,850	661	793	283
Self-Sustaining Town	Athy	9,677	4,281	4.8%	5,841	1,890	675	810	289
	Celbridge	20,288	6,969	10.0%	10,219	3,937	1,406	1,687	603
	Kilcock	6,093	2,212	4.0%	3,512	1,575	562	675	241
	Monasterevin	4,246	1,706	2.6%	2,551	1,024	366	439	157

3 Retailing and Economic Review

3.1 Retailing and Servicing

Leixlip including Collinstown has been identified as a Level 2 town in the County Development Plan 2017-2023. The policy R12 of the County Development Plan seeks to re-designate Leixlip as a 'Metropolitan Area Level 3 Centre' in the Greater Dublin Area Retail Hierarchy.

In 2016, Leixlip was ranked 8th in the County with a net retail floor area of 5,766 sqm. The recent development of Aldi on the site adjoining the edge of the Core Retail Area increased the convenience retail offer in the plan area. The Leixlip Local Area Plan 2020-2023 (LAP) seeks new retail provision through the redevelopment of appropriate infill and opportunity sites in the town centre, expansion opportunities near Confey Station and development of new residential/neighbourhood districts.

Main Street is the core retail area with a range of convenience stores, comparison stores, pharmacies restaurants, hotel and public houses. There are neighbourhood centres located in Easton, Celbridge Road, Louisa Bridge and Riverforest Park. Additional pedestrian linkages between Captain Hill and Mill Lane are highlighted in the LAP to provide an opportunity for additional commercial and other uses.

3.2 Enterprise and Employment

Leixlip is identified as a primary economic growth town in the County Development Plan. It is also a part of the Primary Economic Growth Cluster with the towns of Maynooth, Celbridge and Kilcock. The proximity to the Dublin City Centre and suburbs has enabled accessibility for work and study. There are a high number of educated professionals and employees in managerial, technical, professional and non-manual services in Leixlip. The Census 2016 data suggests commuting time for around 50% population is more 30 minutes which indicates the work and study destinations are in proximity to Leixlip but not necessarily in the town per se.

Leixlip contains two existing large-scale employment campuses at Collinstown and Barnhall. Intel occupies the campus at Collinstown, employing approximately 4,500 people. It received planning permission for a manufacturing fabrication facility from An Bord Pleanála. The Liffey Business Campus at Barnhall comprises the Hewlett Packard (HP) site which houses several small and medium enterprises namely the Hewlett Packard Enterprises, Celestica, MGS, and Global Entserv Solutions. The other employers in the town are schools, hotels, local shops and services.

The Council's objective is to develop North Kildare, of which Leixlip is a part, as a digital hub. The Metropolitan Area Strategic Plan (MASP) which forms part of the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands Region identifies lands at Collinstown and the Hewlett Packard site at Barnhall as Strategic Employment Development lands within the North-Western Corridor.

Maynooth and Leixlip based on the presence of NUI Maynooth, Intel and Hewlett Packard, should brand themselves as a centre of excellence in the knowledge-based economy. The key focus is on hi-tech/biotech sectors, research and development, ICT and manufacturing.

3.3 Tourism

Tourism is one of the key contributors to the economic growth of the town. Failte Ireland data indicates that 211,000 people visited Co. Kildare in 2017. International tourists spent €91m last year compared to €115m the year before. Domestic tourist numbers to Kildare were up on the previous year.

The town centre retains much of its Georgian character, with the mid-18th century mall and other Georgian buildings and big houses along the Liffey Valley.

The presence of natural heritage like the Rye River, River Liffey and Royal Canal facilitates development of tourism with social, health, economic and environmental benefits. The town offers various attractions like the Wonderful Barn, Leixlip Castle, Castletown House and Leixlip Spa. It forms a part of the 16km Arthur's Way, a heritage trail across the northeast of Kildare county.

The LAP seeks the development of heritage trails linking the town centre to The Wonderful Barn, Castletown House and other historical demesne lands within and around the town is also an objective of the Council. The Royal Canal designated as Euro Velo Route 2 forms part of a Pan-European walking and cycling route, linking Galway to Moscow, offers significant opportunities for future growth in tourism. The Local Area Plan 2020-2023 also identifies lands north of the Wonderful Barn as a key development area proposing new residential/open spaces and amenity lands. This will support its promotion as an integrated tourism and amenity destination.

EDT 3.7 policy of the Local Area Plan 2020-2023 highlights *“to work with Waterways Ireland and the ESB in supporting the development of angling and canoeing/kayaking infrastructure and facilities for tourism in proximity to appropriate watercourses or water bodies, subject to an appropriate scale of development having regard to the environmental conditions and sensitivities, scenic amenity and availability of services.”*

4 Strengths, Weaknesses, Opportunities and Threats (SWOT)

The SWOT analysis provided below focuses on socio and economic factors.

Strengths	Weaknesses
<ul style="list-style-type: none"> • Presence of natural and built heritage such as the Wonderful Barn, Leixlip Castle, Rye River, River Liffey etc. • Serviced by two train stations at either end of the town. • 21.1 km west of the Dublin City Centre • Large multi-national company with plans for expansion 	<ul style="list-style-type: none"> • Congestion in the town centre • Vacant sites • Lack of retail services and stores in the historic core • Parking issues on the Main Street • Lack of interaction with Intel campus • Lack of congregational spaces in the historic core
Opportunities	Threats
<ul style="list-style-type: none"> • Development potential for neighbourhood centres • Potential to generate tourism economy owing to development around the Wonderful Barn, Water sports and tourism and development of heritage trails • Development of recreational and leisure spaces • Potential for hotel and restaurant development to serve main tourist attractions 	<ul style="list-style-type: none"> • Lower population growth • Economic downturn • Online retailing

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Leixlip Pedestrian and Observational Survey

Report for Kildare County Council

April 2020



www.mdb.ie

Document Control Sheet

Prepared by: TG		Checked by: JB
Project Title: Leixlip Pedestrian and Observational Survey		
Project No: 2056		
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1 Overview

1.1 Background

In March 2020, MacCabe Durney Barnes carried out a pedestrian and observational study in Leixlip Town to assess pedestrian and non-motorised movements in and around the town centre. The survey investigated six points (A-F below), to carefully assess the pedestrian footfall and activity involving movement tracing of pedestrians at intervals over a number of days.

1.2 Methodology

The methodology used for the study was first developed by the urban designer, Jan Gehl. Six survey points were established as key positions located as in Figure 1 to get an understanding of movements in and around the town centre.

The key points were namely:

- A Our Lady's Nativity Church, Station Road
- B Aldi, Station Road
- C Spar, Main Street
- D Black Angel, Main Street
- E Supervalu, Captain's Hill
- F Mill Lane Junction

The counts were carried over three days to get the flow of activity on two weekdays and a weekend day. The chosen days were Thursday 5th March (08.00-14.00), Wednesday 11th March (10.00-18.00) and Saturday 14th March (10.00-18.00). Counts were carried for the duration of 10 minutes at each survey point every hour over the three days.

The survey information was collected manually, and data recorded on an A4 data sheet with the map of the survey point and count table (see Appendix III). A total of five individuals recorded the footfall and traced the pedestrian movements on separate sheets for every 10 minutes throughout the survey. The counts were prioritised over the tracings during the study period.

Figure 1: Survey Points



2 Footfall Counts

2.1 Recorded Footfall

The recorded footfall count is represented in graph form. The complete set can be found in Appendix I. The counts were extrapolated to get the hourly estimates. Extreme highs and lows have occurred in positions and at times noted as follows:

The position with highest and lowest total movements over the study period:

Highest Spar, Main Street (C)

Lowest Our Lady's Nativity (A)

The day with the highest and lowest total movement over the study period:

Highest Wednesday 11.03.2020

Lowest Thursday 05.03.2020

The 10-minute window with highest and lowest total movement over the study period:

Highest 12:15-12:25 at Spar, Main Street C

Lowest 17:20-17:30 at Our Lady's Nativity A

The highest footfall was recorded at Spar on Main Street, survey point C owing to lunchtime. The lowest footfalls were recorded at survey point A. The weather was cold and with scattered showers throughout the survey.

2.2 Influencing Factors

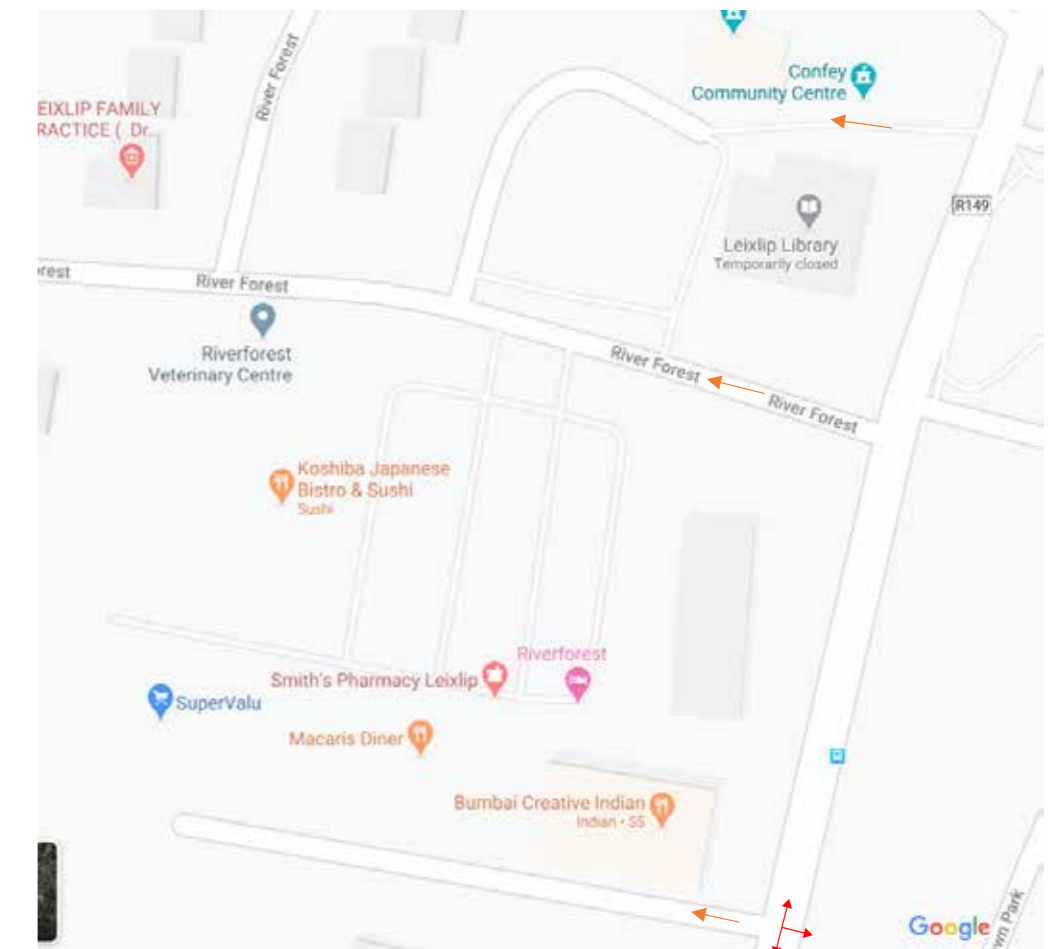
The factors that affected counts on survey point A were Our Lady's Nativity Church, Leixlip Scout's Hall and the Ryevale Montessori and day-care. The Dublin bus stop adjacent to the Church significantly influenced the footfalls with the bus stopping almost every 20 minutes. The residents from the adjacent residential area to the east were observed to be passing the survey point. Point A was located on one of the roads leading to the Louisa Bridge train station and Intel campus. The numbers going towards the Main Street are not significant suggesting a weak interaction or use of the other road (Old Hill). Numbers at survey point B were significantly affected by the Aldi supermarket and the pharmacy located in proximity. The point also captured footfalls crossing from the heritage trails to north and south.

The terrace of eight houses at the Mall (formerly called The Parade) is located centrally on the Main Street. It includes a house, offices and shops and retail services including the Credit Union and An Post. Survey point C located on Main Street was significantly affected by the presence of Spar, the Pharmacy and the Credit Union. A major flow of pedestrians was observed exiting from the Council car park, Main Street. Moderate movements were observed near the bus stops served by Dublin Bus, St. Mary's Church and An Post. Survey point D was located such that it captures movements at the junction on Main Street and Captain's Hill which lead to Confey Train Station. It recorded major flow of movements from the Bank of Ireland and the AIB bank. Pedestrian inflow from the car park near Bank of Ireland was observed.

Survey point E was located at the junction between Mill Lane, Main Street and the R148 road leading to the M4 and Lucan. The bus stop near survey point E was the principal factor influencing the recorded footfall.

Many cyclists were noted crossing this point. The residences to the east on Mill Lane were noted to cross survey point E towards Main Street for grocery shopping or physical exercise. Survey point F was located further north on the Captain's Hill at the bus stop near SuperValu and Leixlip Library. Many access points were leading to the pharmacy, library, restaurants and SuperValu in close proximity, therefore, tracing exact destination was not possible. Figure 2 illustrates different access points to these destinations marked with orange arrows and survey point F marked in red. The footfall recorded at survey point F is observed to be affected by San Carlo Junior National School adjacent and the bus stop. Moderate movements have been traced toward Confey Station further north.

Figure 2: Survey point F



A comparable study of figures between 10.00-14.00 across the survey area shows a significant difference between the footfall on a weekday and weekend day. This suggests the movements in and around the town centre are directed by the working pattern. The higher numbers on weekdays suggest that the footfall principally entails working individuals. Table 1 shows the recorded numbers and weather conditions each day.

Table 1: Counts on Each Day 10.00-14.00

Date	Day	Type of Day	Count	Comment
05.03.2020	Thursday	Weekday	3,920	Cold with scattered rain and light sun spells.
11.03.2020	Wednesday	Midweek day	4,059	Cold and wet
14.03.2020	Saturday	Weekend day	2,844	Cold and cloudy with scattered rain

Another comparison of footfall count is made during the lunch hour between 13.00-15.00, as seen in Table 2.

Table 2: Counts on Wednesday and Saturday 13:00-15.00

Date	Day	Type of Day	Count	Comment
11.03.2020	Wednesday	Midweek day	2,016	Cold and wet
14.03.2020	Saturday	Weekend day	1,236	Cold and cloudy with scattered rain

The resulting figures are significantly different suggesting that the working day influences the pedestrian activities and movements in and around the town centre. This may suggest that the footfall is principally influenced by the working population commuting to the town on weekdays.

See Appendix I for the complete set of results.

3 Movement Tracing

A part of the study involved tracing the movement patterns of pedestrians while recording the counts to understand how people move through and inhabit the public realm. The indicative tracings taken over the study period are represented in two tracings per day for Wednesday the 11th and Saturday the 14th and a single tracing for Thursday the 5th and included in Appendix II. Through repeat observations, patterns, desire lines and pause points became apparent.

3.1 Preferred Destinations

The Church, the Montessori, Leixlip Scout's and Dublin Bus stops were the preferred destinations recorded on survey point A. Aldi and the pharmacy were the preferred destinations on point B. Moderate movements were observed at Ryevale Medical Practitioners recorded at point B.

The activities on Main Street were spread between Spar, the Credit union, the pharmacy, the Dublin Bus stop and An Post. Spar was the main retail anchor on Main Street. It was noted that many restaurants and takeaways opened during evening hours also generated significant movement at lunchtime on weekdays. The Dublin Bus stop, adjacent to St. Mary's Church on Main Street, acted as a pause point. In addition to this, the benches placed on the bus stop near St. Mary's Church were observed to be in high use.

The movements at survey point D were directed towards the Bank of Ireland and AIB banks at the junction. The survey point E principally observed movements near the bus stops.

The movements near survey point F were directed to Supervalu, Leixlip Library and San Carlo Junior School. The Dublin Bus stop near the survey point was observed as the preferred destination. There were modest movements at the parking meters which added to the counts. Residences to the east also contributed to the footfall owing to grocery shopping, physical exercise and dog walking crossing the point.

The movements were found to be varying based on the type of day suggesting a concentrated pattern of numbers around the weekdays.

Figures 3-6 show the common destinations marked with red dots recorded at the different survey points.

Figure 3: Major Destinations at A Our Lady's Nativity Church

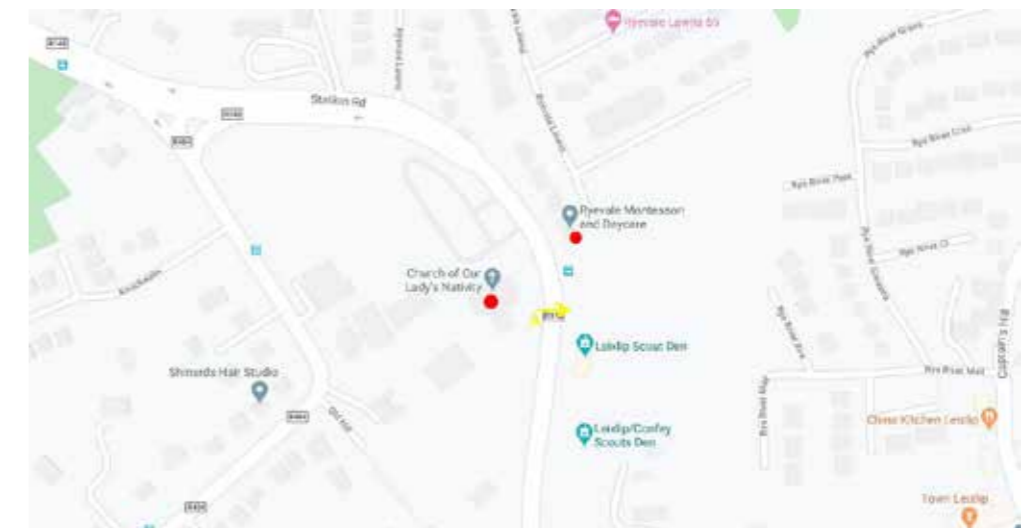


Figure 4: Major Destinations at B Aldi – C Spar Main Street



Figure 5: Major Destinations at D Black Angel and F Mill lane junction



Figure 6: Major Destinations at E Supervalu, Captain's hill



3.2 Pedestrian Crossing Patterns

Pedestrian crossing patterns were consistent throughout the survey days. Figures 7 and 8 show the signalled pedestrian crossing with the user-identified points on Main Street and Dublin Road Junction.

The user identified points are noted as allowing direct accessibility and were observed to be used repeatedly.

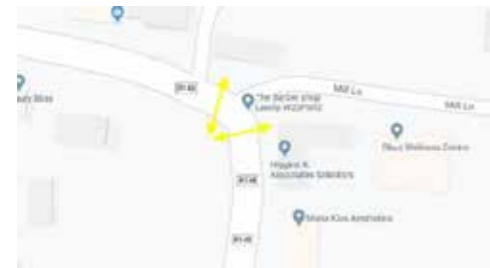
Figure 7: Pedestrian crossing on Main Street



Figure 8: Pedestrian crossings at Main Street/Captain's Hill Junction (D)



Figure 9: Pedestrian crossing at Mill Lane Junction (E)



↔ Signalised pedestrian crossing
↔ User-defined pedestrian

There is one pedestrian crossing on Main Street located near Spar, in a north-south direction. The access road to the Council car park near Spar does not have any pedestrian crossing. The vehicular traffic was noted to be very high around peak hours posing safety concerns for pedestrians. In addition to this, the cyclists were observed on the footpath at instances.

Pedestrian crossing waiting time intervals at survey point D, at the junction between Main Street and Captain's Hill were long with priority for vehicular movement. The pedestrian activity was observed to be informal and hazardous at survey point E, as shown in figure 9. The road at the junction leads to the M4 and Lucan, with high car traffic observed, especially during the peak hours. The absence of pedestrian crossing is evident and raises concerns.

4 Observed User Demographics

It appeared that most of the pedestrians in and around Main Street belonged to the 25-45 age group with few parents with buggies. There were no wheelchairs noticed at any instances during the whole survey period. The parents with buggies were more centred towards Main Street survey point B, C, D and further on Captain Hill's at survey point F. The relation to supermarkets is probable. On the other hand, a higher number of bikes were recorded on survey point E, especially during peak hours.

A higher number of teenagers were observed at survey points A and E owing to the presence of the Leixlip Scout's and San Carlo Junior School respectively. Cyclists were observed to be on the carriageway on the Main Street and Mill Lane Junction. These involved teenagers and adults who seem to commute outside the town. The cars and cyclists had to pass with caution due to the higher number on the carriageway at peak hours.

The study involved mapping non-motorised movements including pedestrians, individuals with buggies, cyclists or wheelchair users in and around the town centre. Table 3 shows the recorded figures on the three days for each category. The numbers are significantly different on the weekdays and weekend day.

The number of buggies was significantly higher on Thursday when the survey was undertaken from morning 08:00. This suggests the activities during the morning involve parents probably making drop off at day-care or school or running errands. In addition to this, the number of bikes is higher on Wednesday when the survey was done until 18:00. The higher number of cyclists during closing times observed principally at survey point E suggests that people commuting to Lucan.

Pie-charts were prepared for the three days representing the figures recorded.

Table 3: Counts breakdown by mode on each day

Day	Pedestrians	Buggies	Bikes	Wheelchairs
Thursday 05.03.20	3,428	324	168	0
Wednesday 11.03.20	6,561	347	320	0
Saturday 14.03.20	5,070	196	164	0

Chart 1: Breakdown by mode Thursday 05.03.20

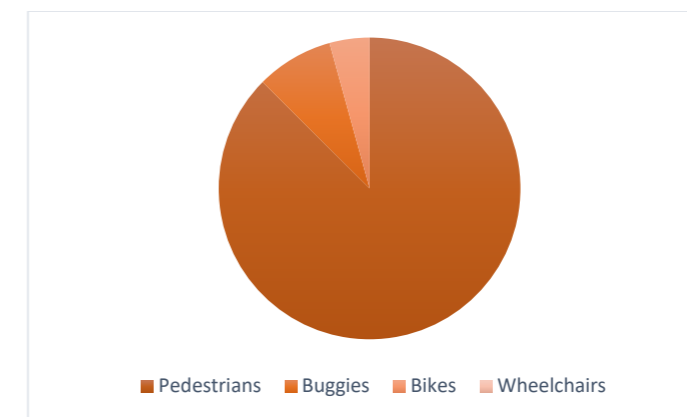
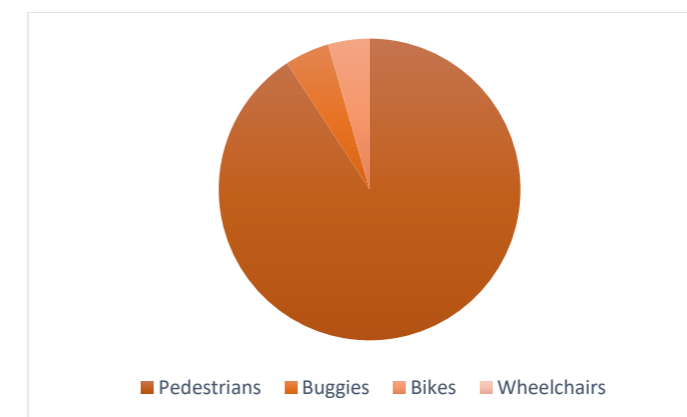


Chart 2: Breakdown by mode Wednesday 11.03.20



5 Key Findings

- The recorded pedestrian and bike patterns highlight that the movements in and around Main Street are higher on weekdays. The movements recorded on the weekday were 33% higher than the weekend day. The recorded footfall and significant differences in numbers suggest a high inflow of workers during the week which influence pedestrian counts and may suggest a lack of activities for the local population to engage with at the weekend.
- The benches placed at the bus stop near St.Mary's Church, Main Street was noted to be in heavy use.
- The lack of formal pedestrian crossing(s) at the Main Street/Mill Lane Junction (survey point E) is highlighted given the level of pedestrian movements observed.
- The pedestrian signal time at the junction near Alb bank (survey point D) has also been noted to impose longer waiting times for pedestrians. Consideration may be given to reviewing pedestrian waiting times given the high level of pedestrian movement.
- A higher number of cyclists were observed during peak hours. The cyclists were observed to be cycling on the footpath at instances. The absence of cycle infrastructure is highlighted.
- Currently, movements on Main Street are generated principally by Aldi, Spar, the Credit Union, pharmacies, Alb and Bank of Ireland.
- The movements in and around SuperValu and the Lexlip library were moderate. The Contey Urban Design Framework seeks to support increased activities north of Contey Train Station.

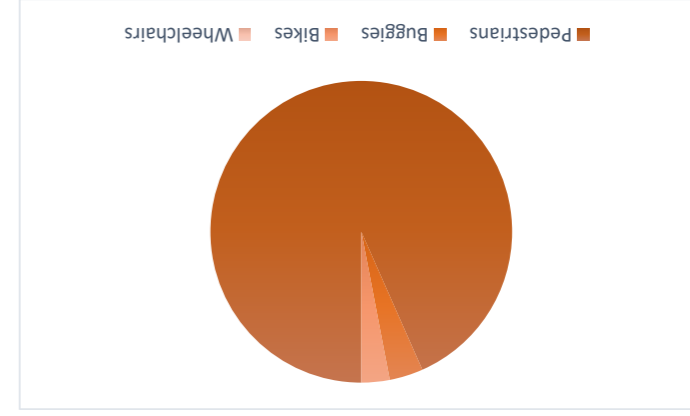
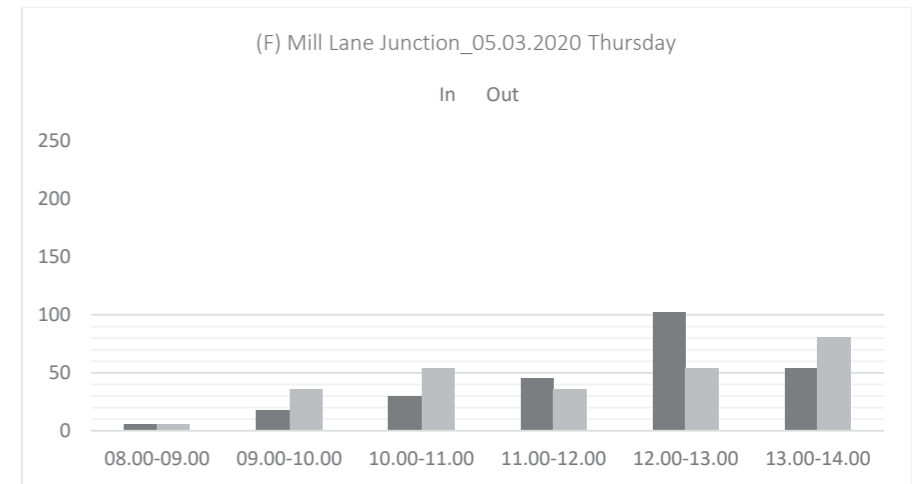
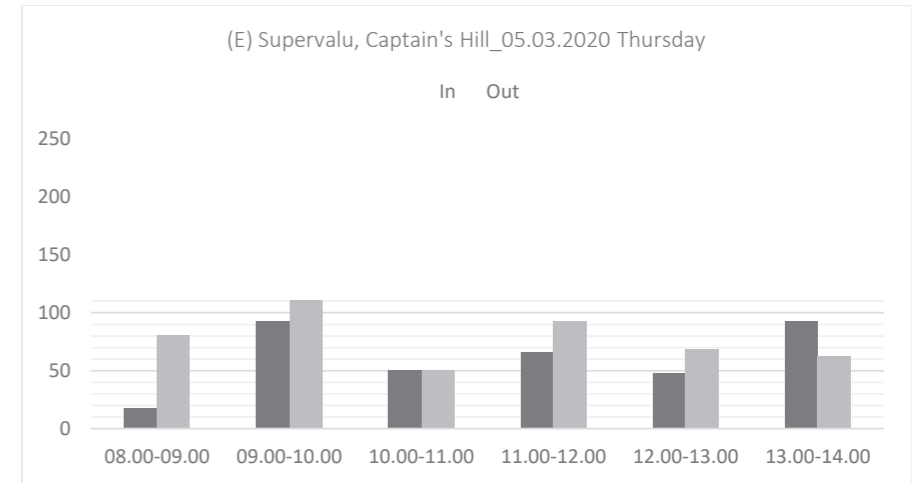
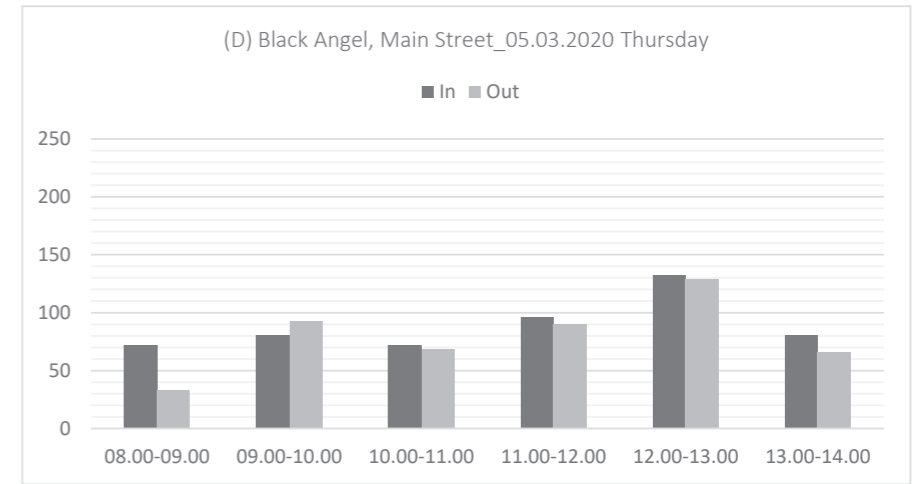
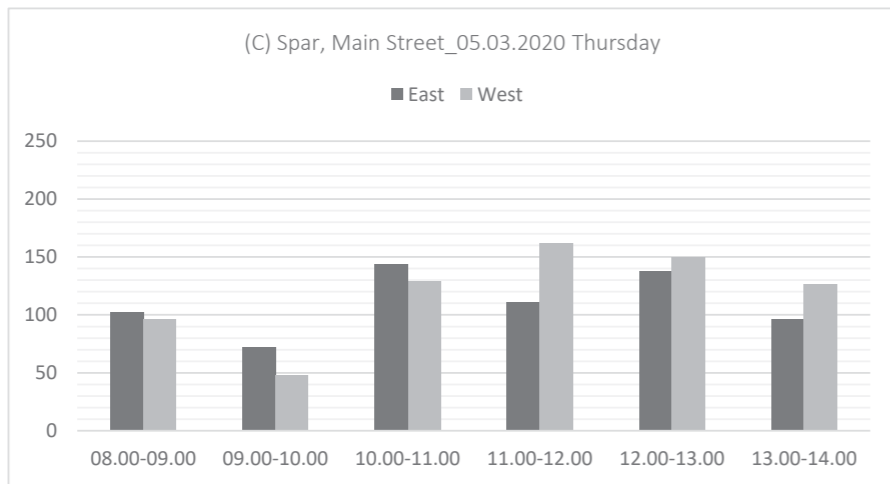
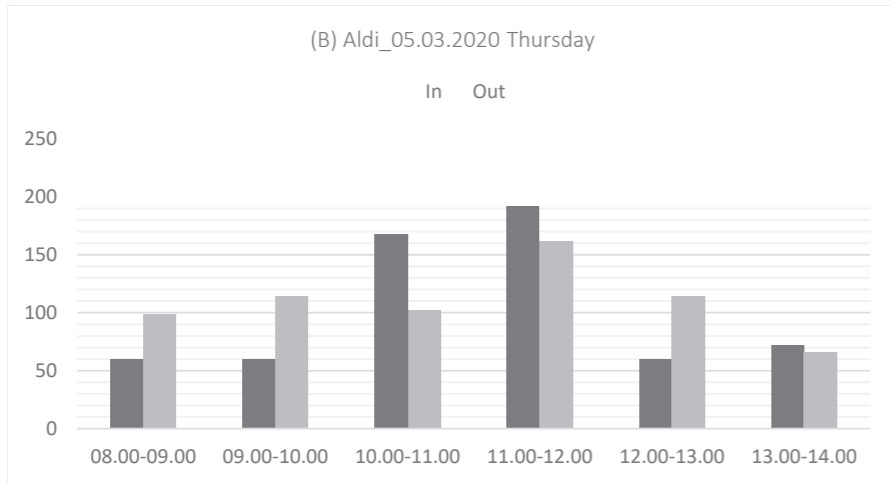
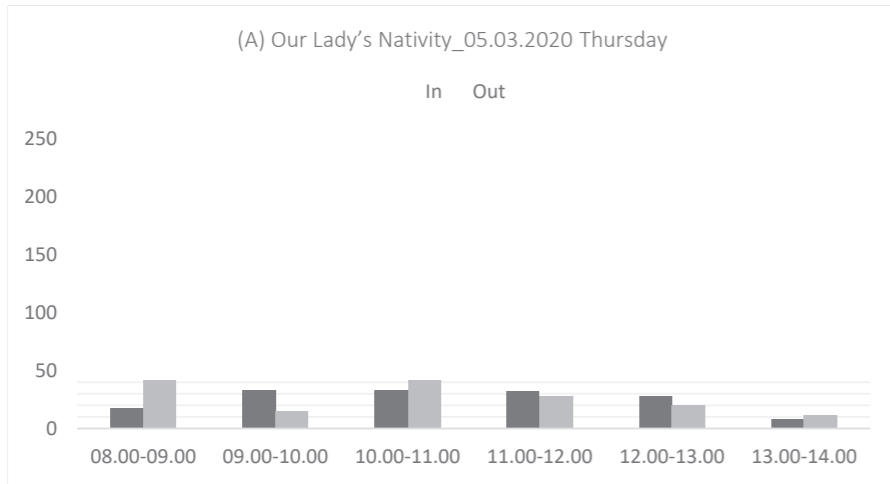
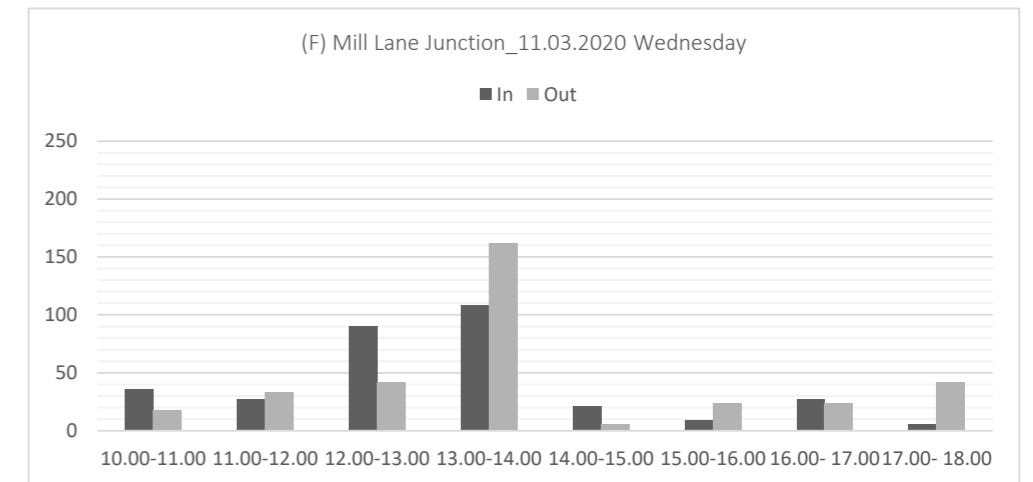
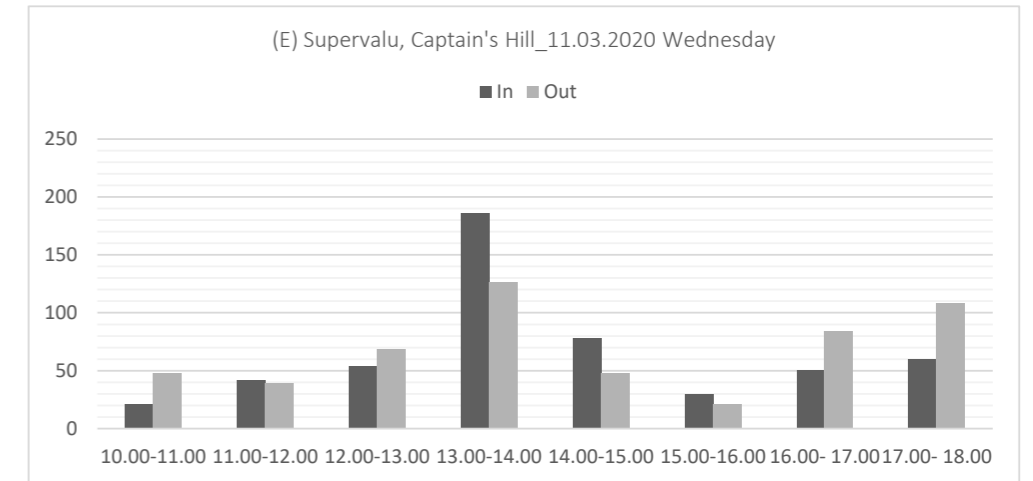
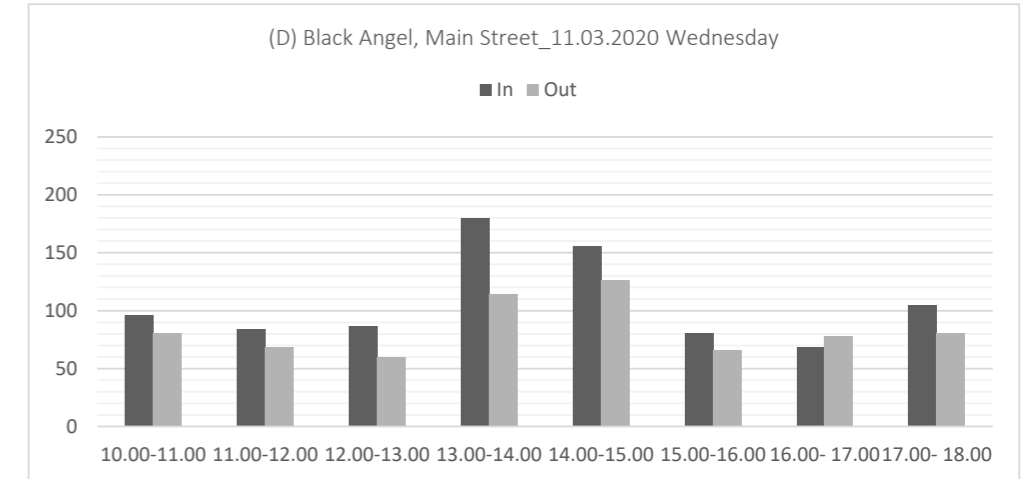
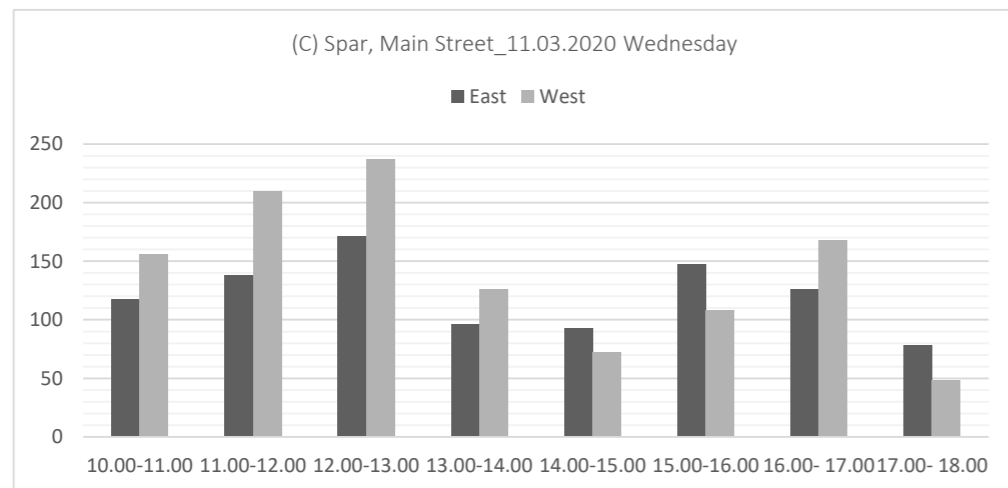
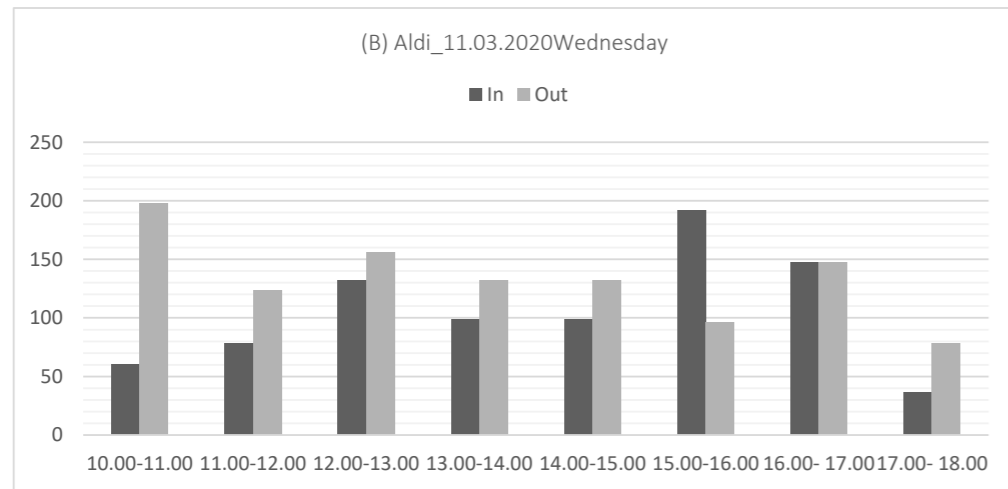
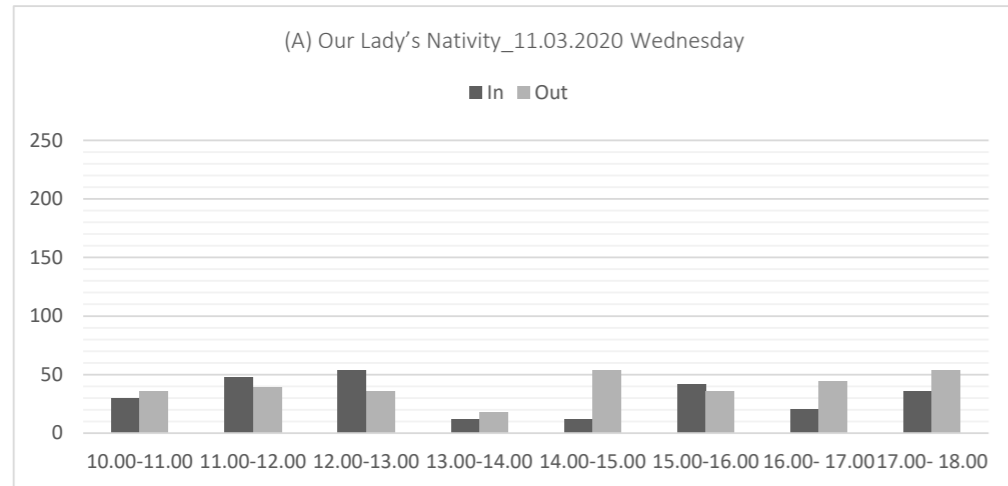
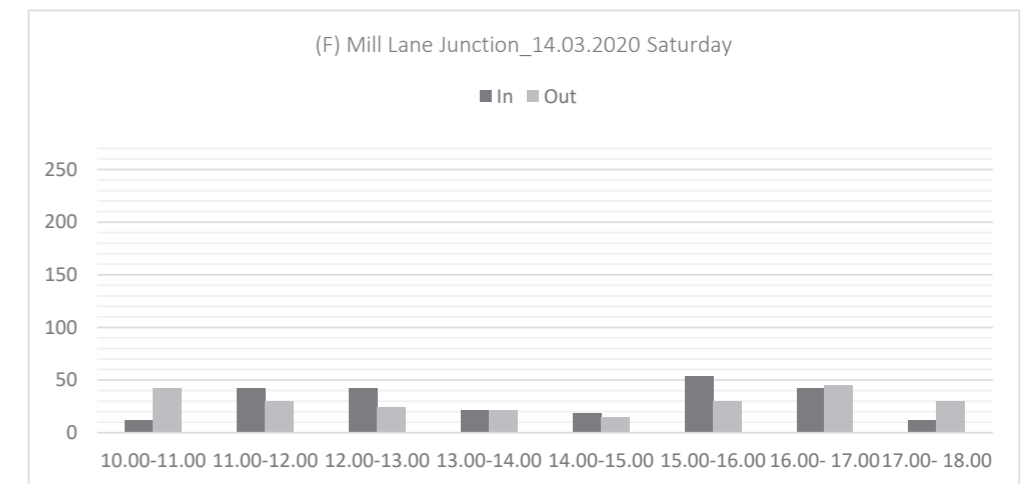
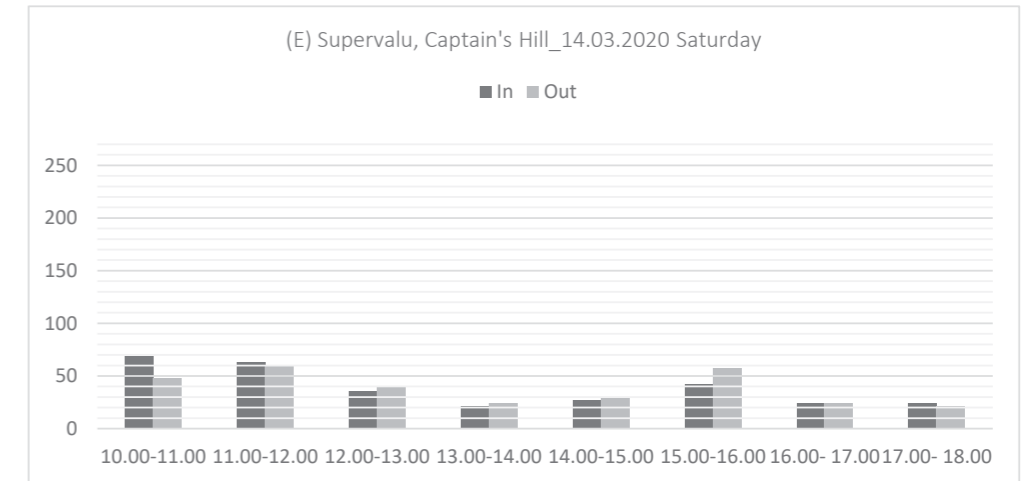
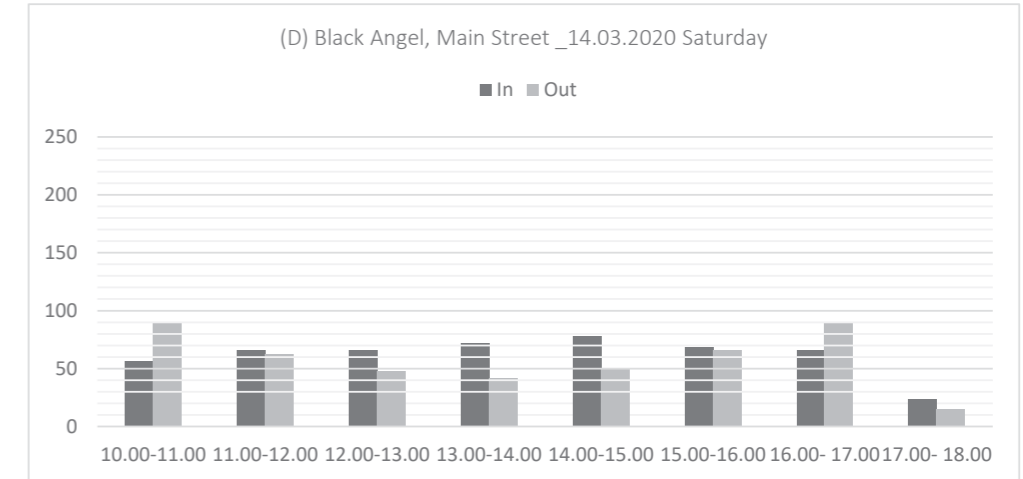
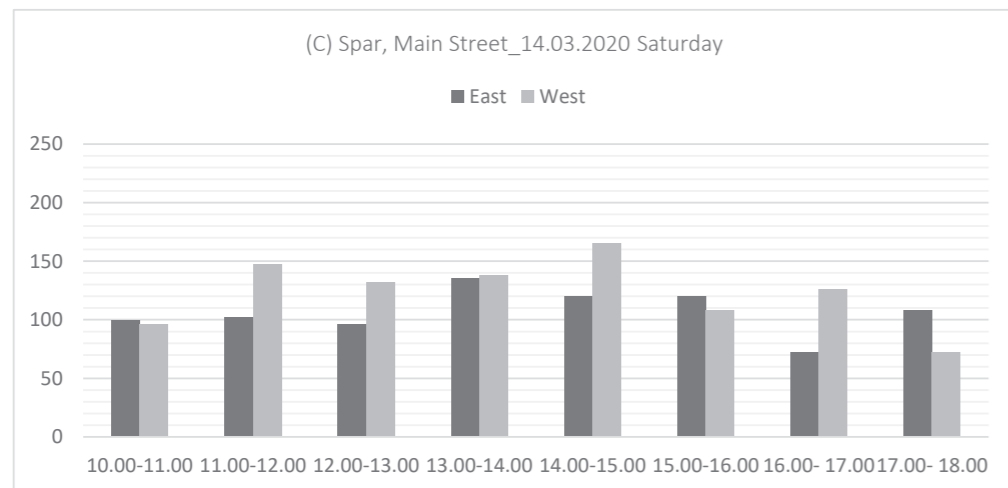
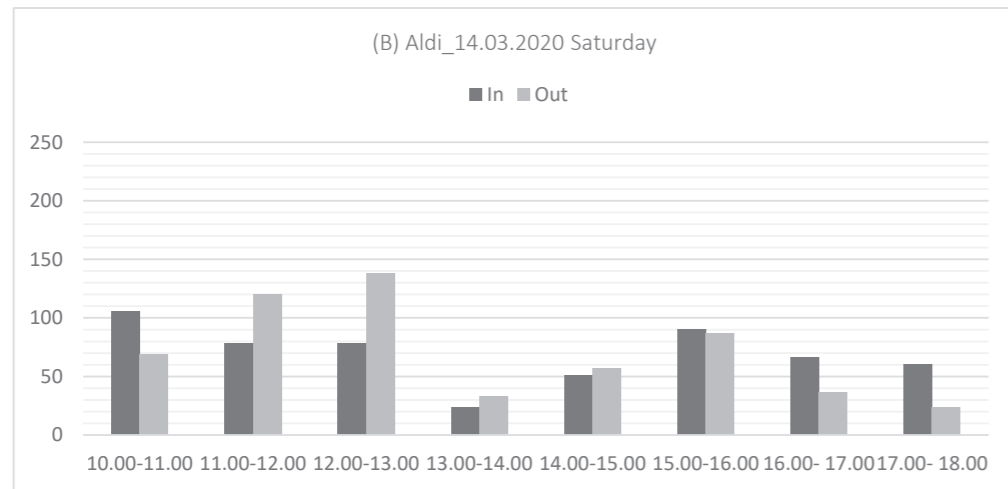
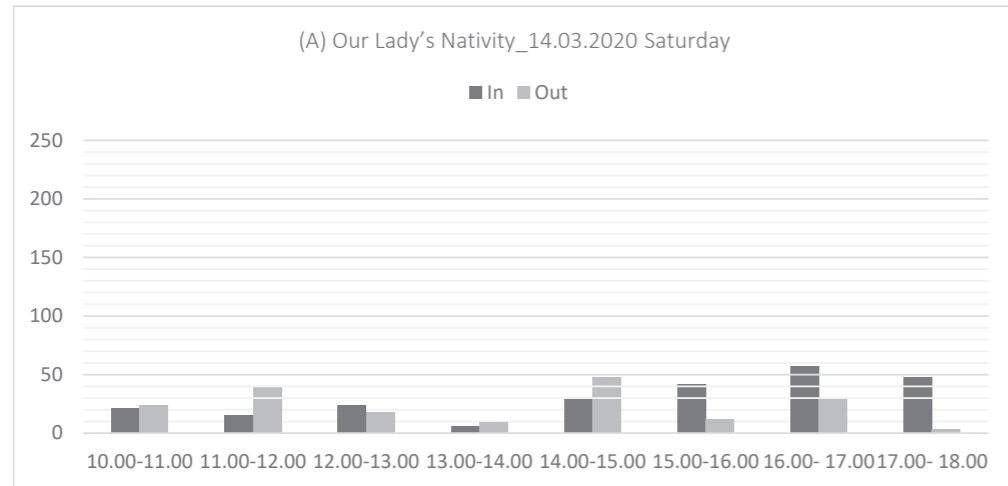


Chart 3: Breakdown by mode - Saturday 14.03.20

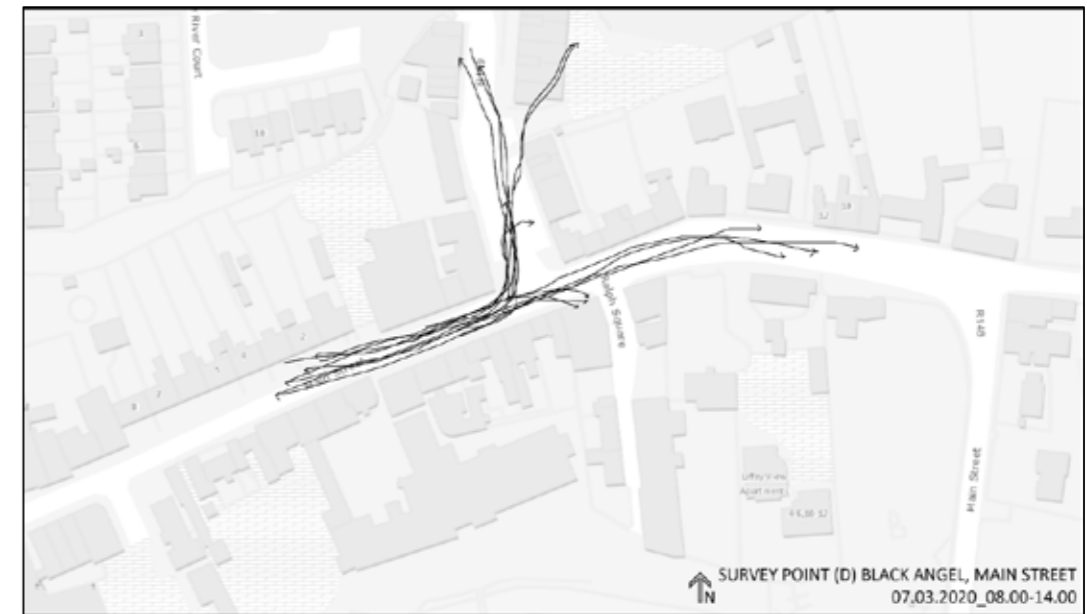
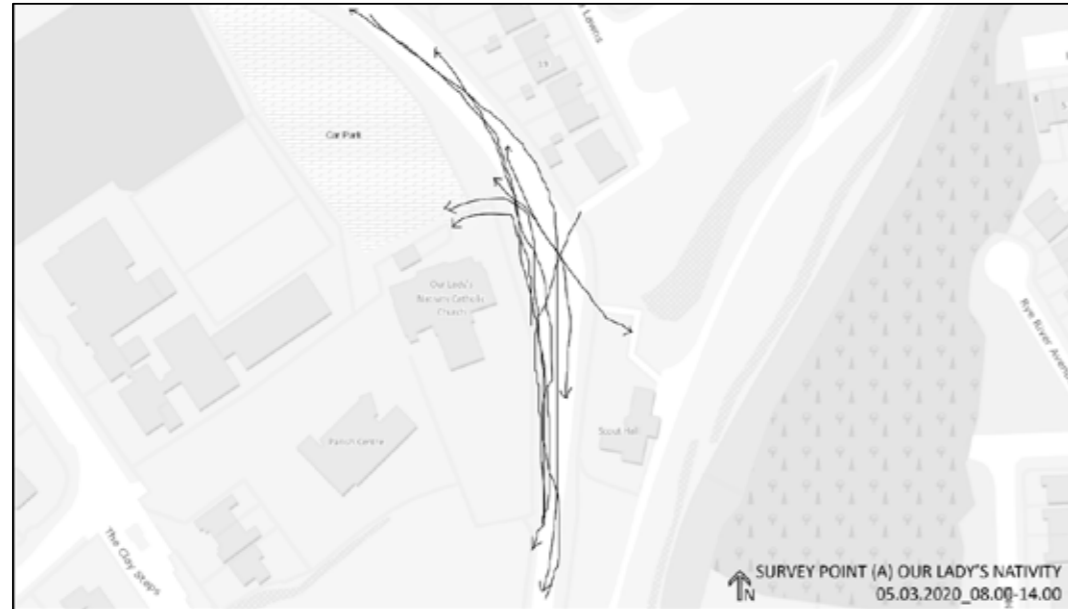
Appendix I

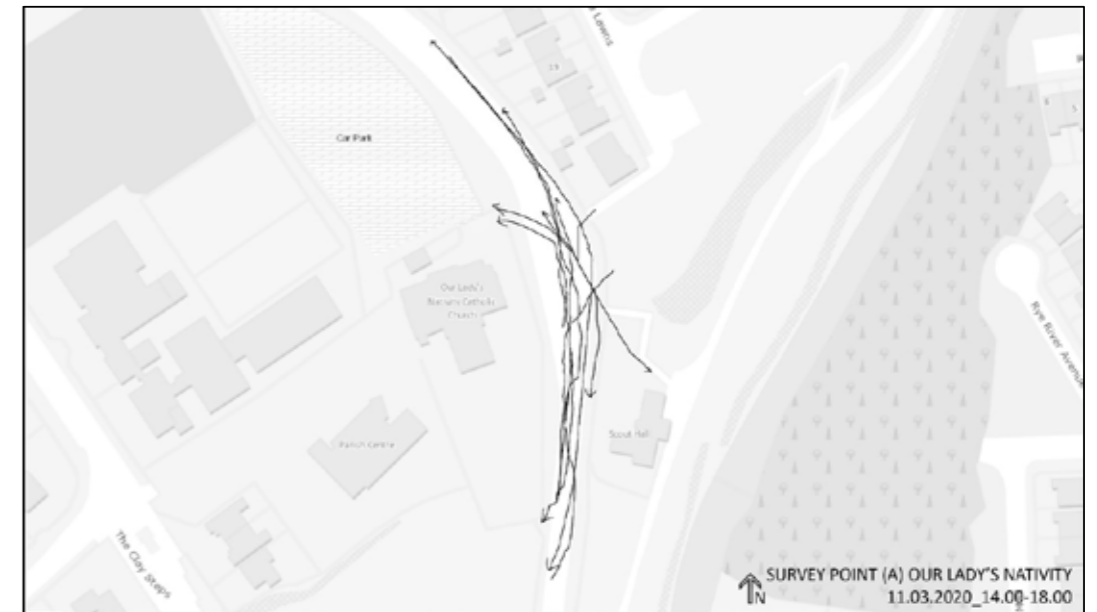
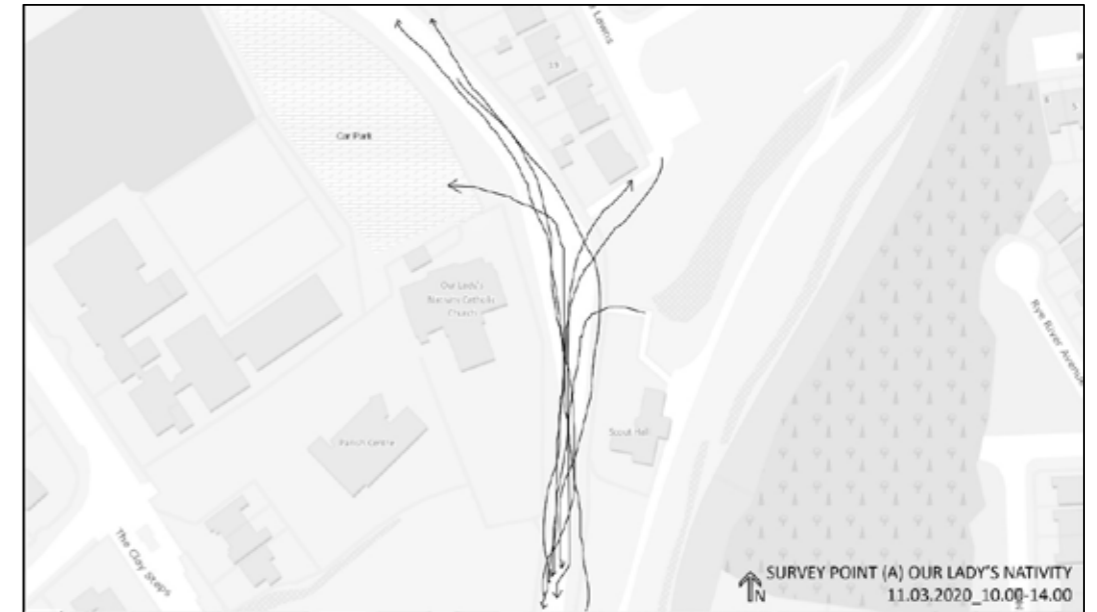
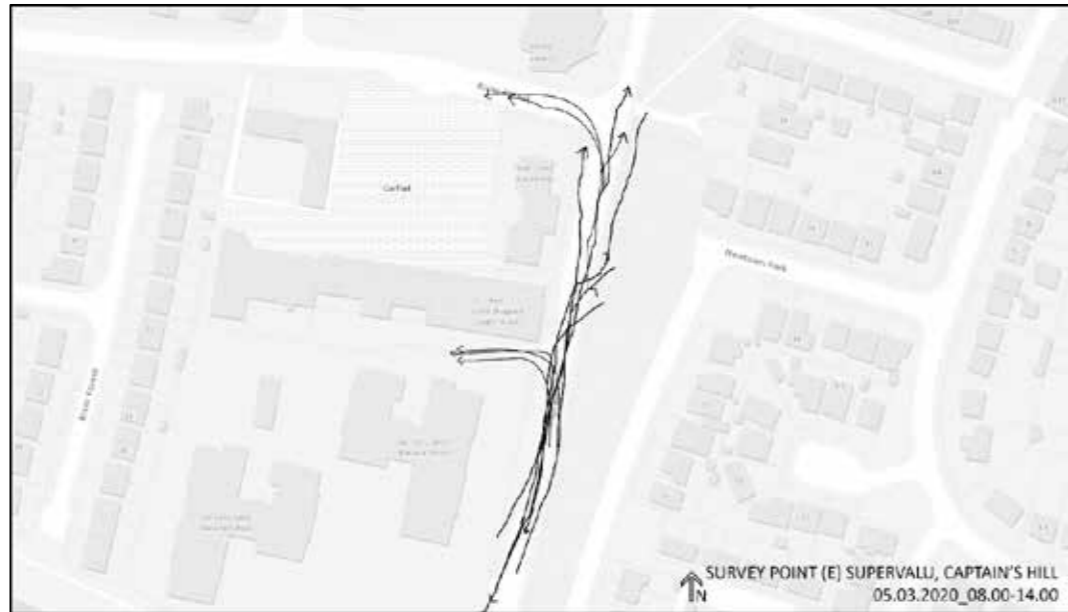


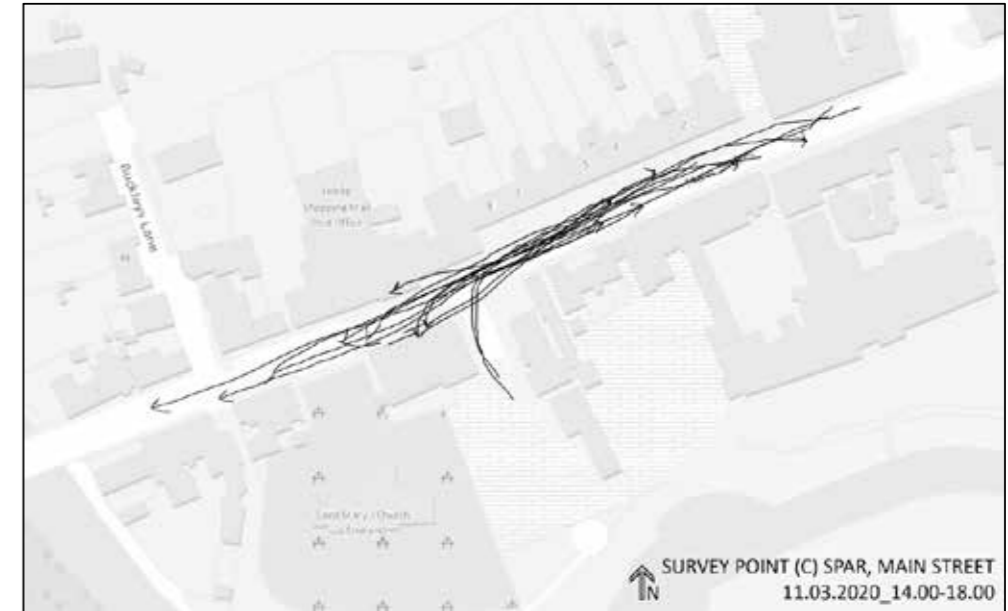
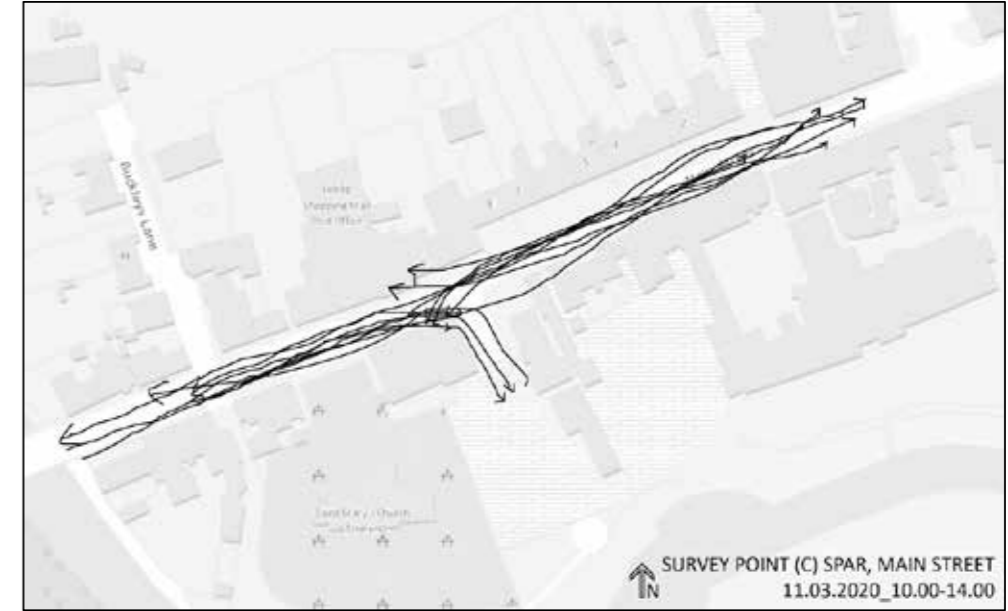
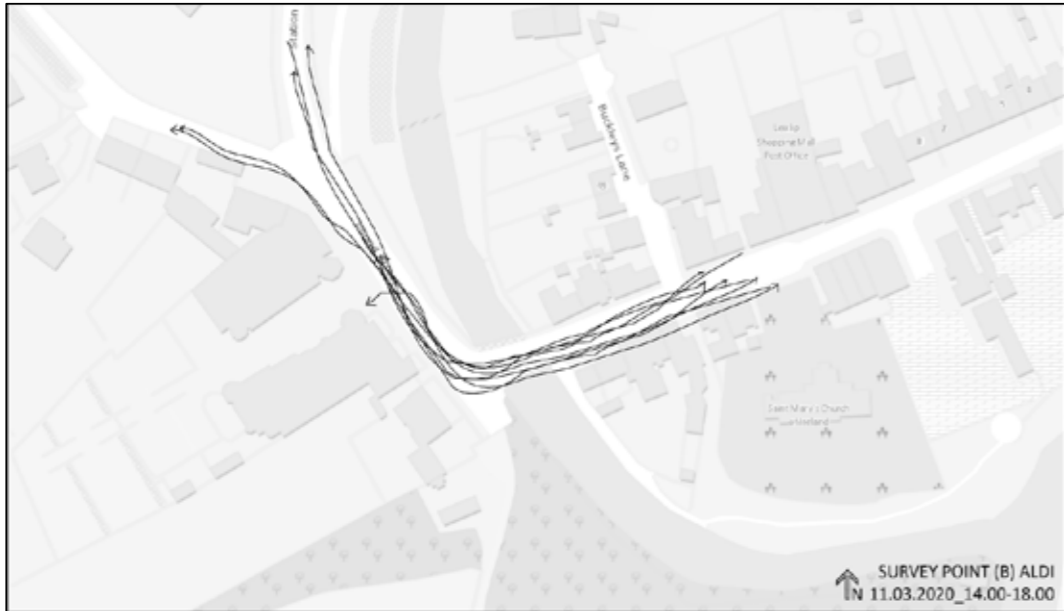


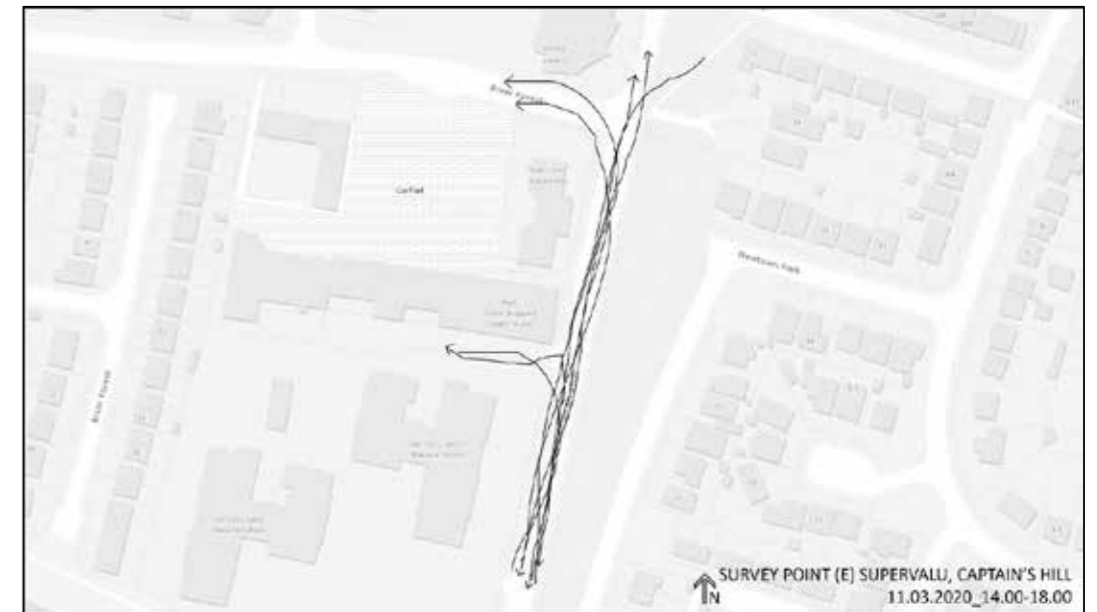
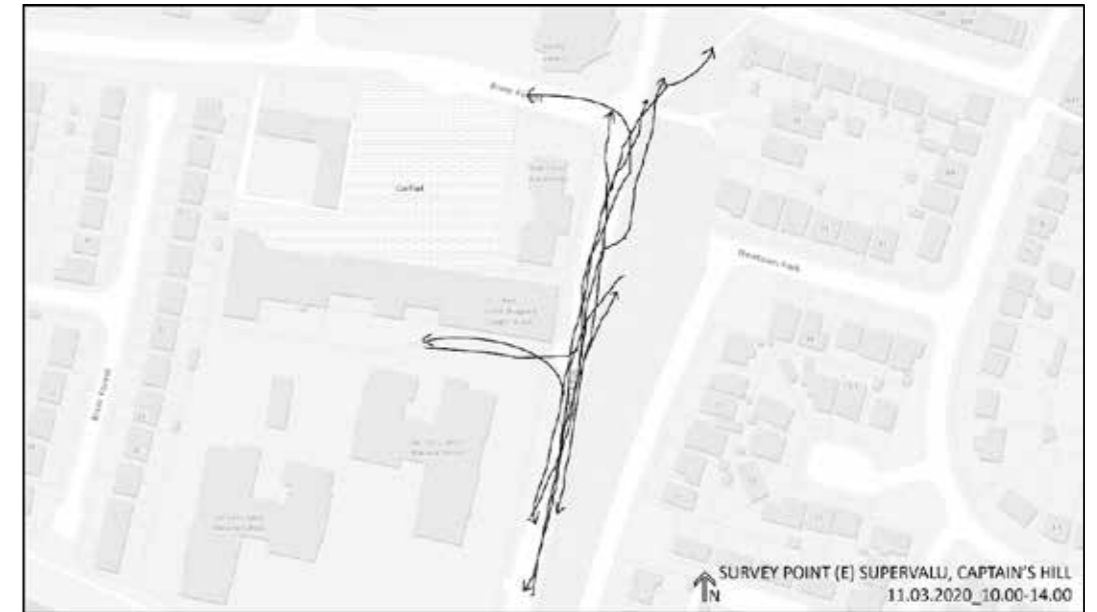
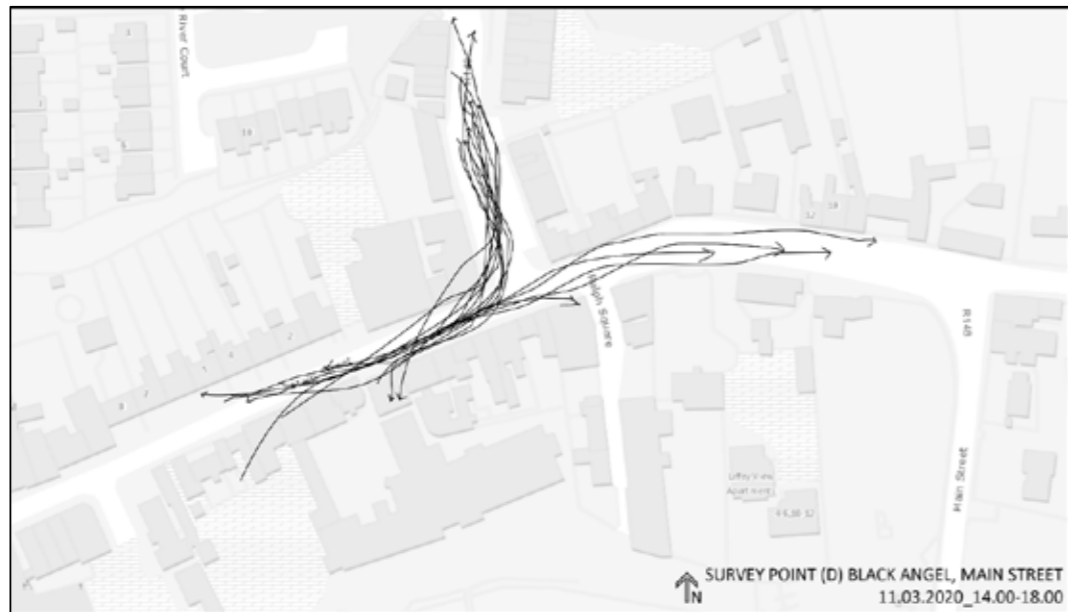
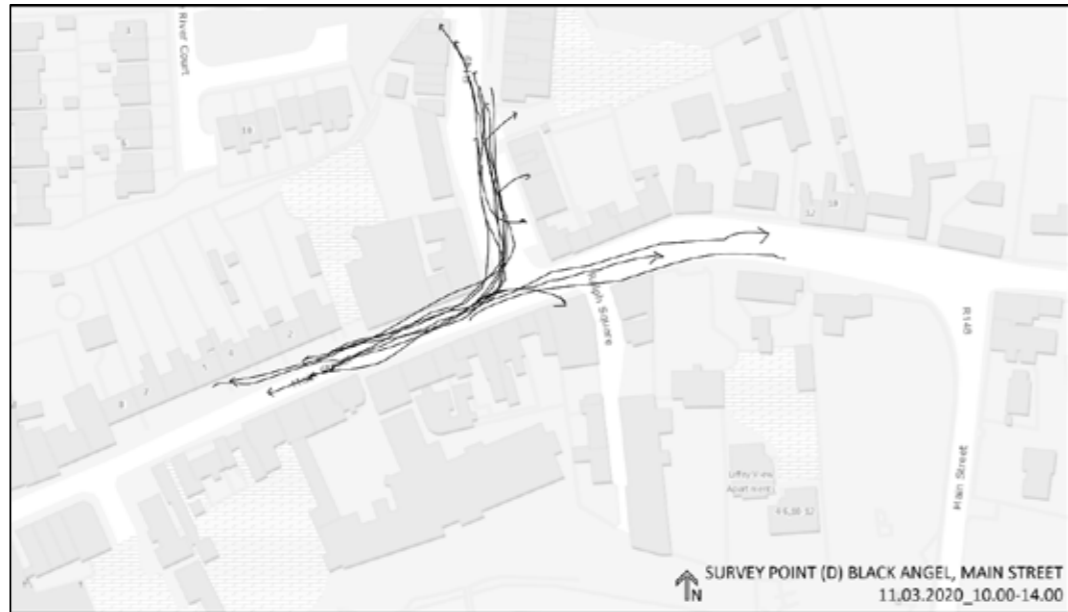


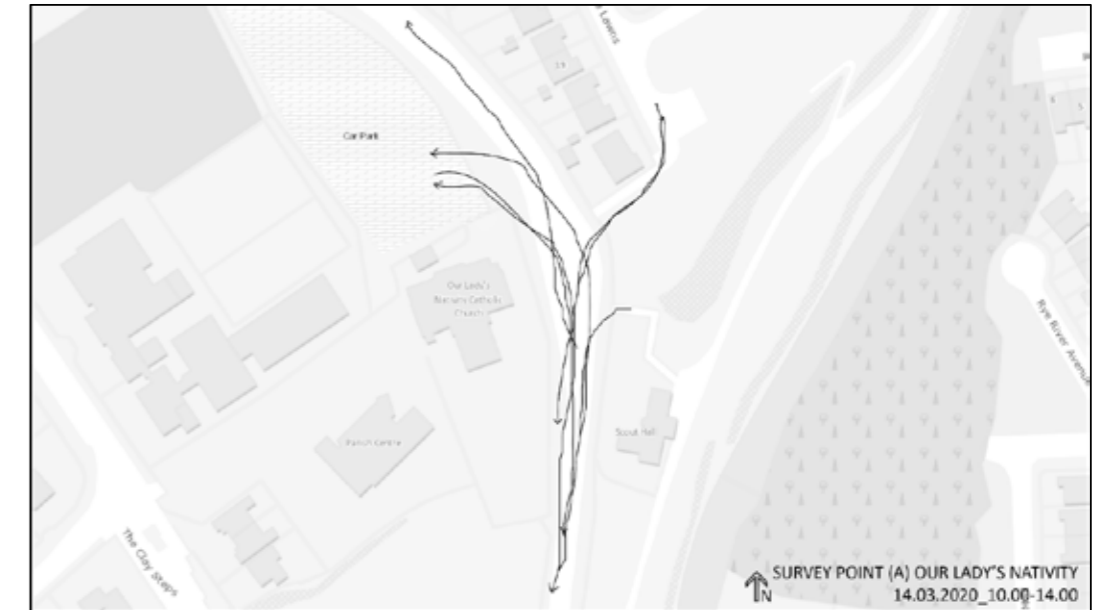
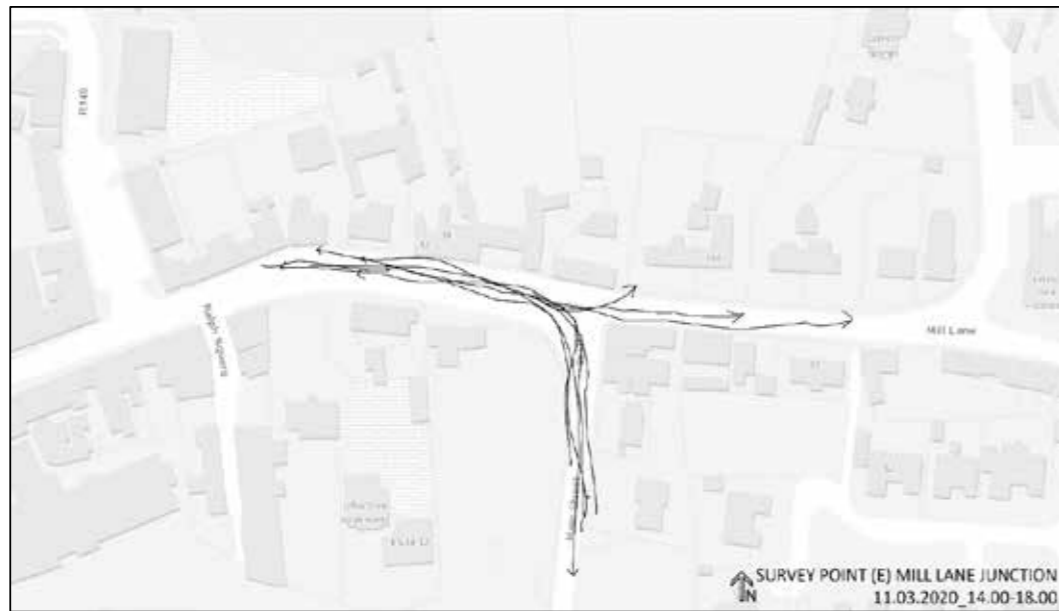
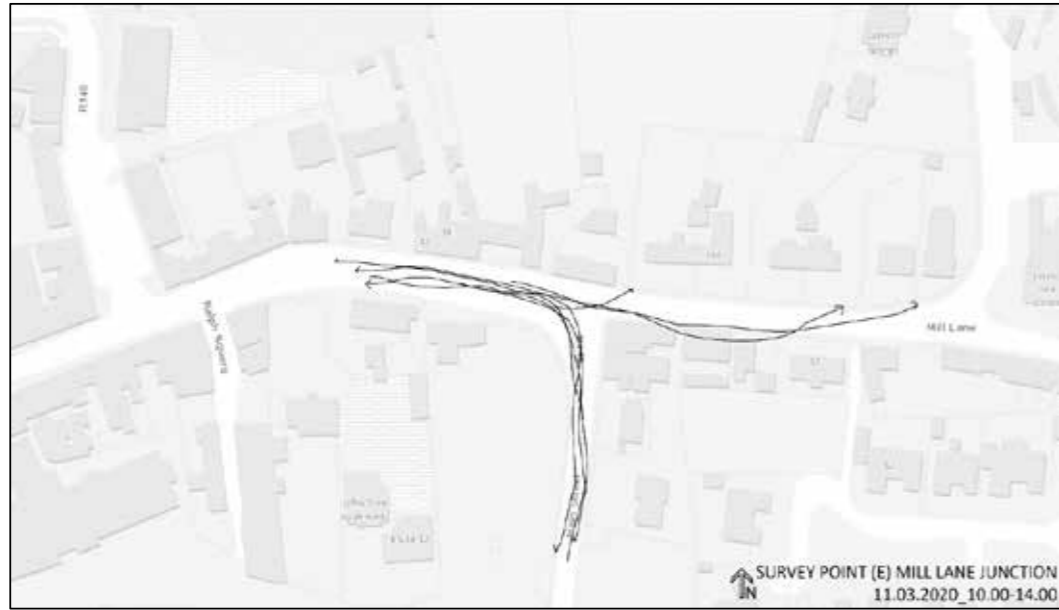
Appendix II

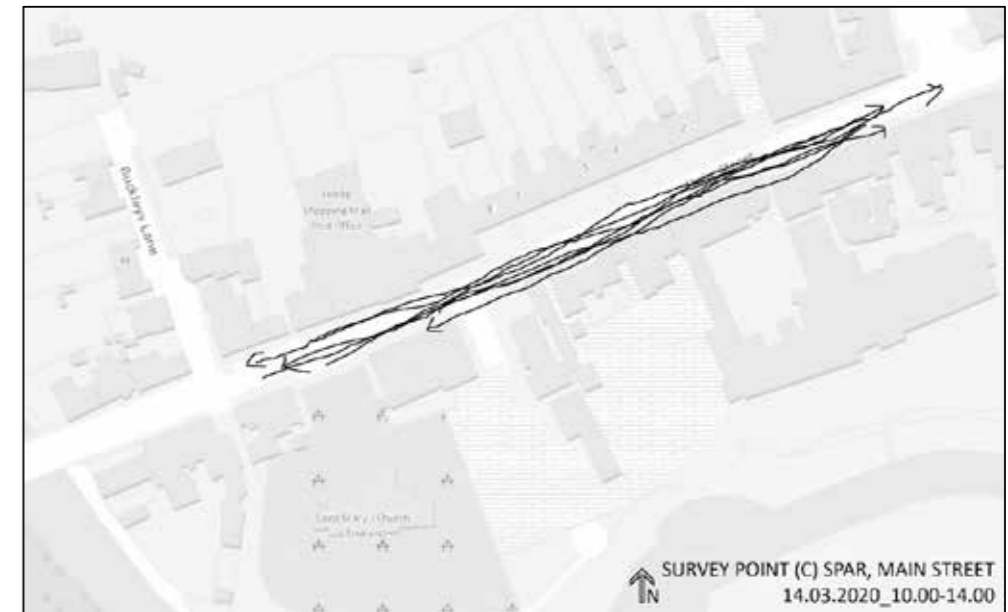
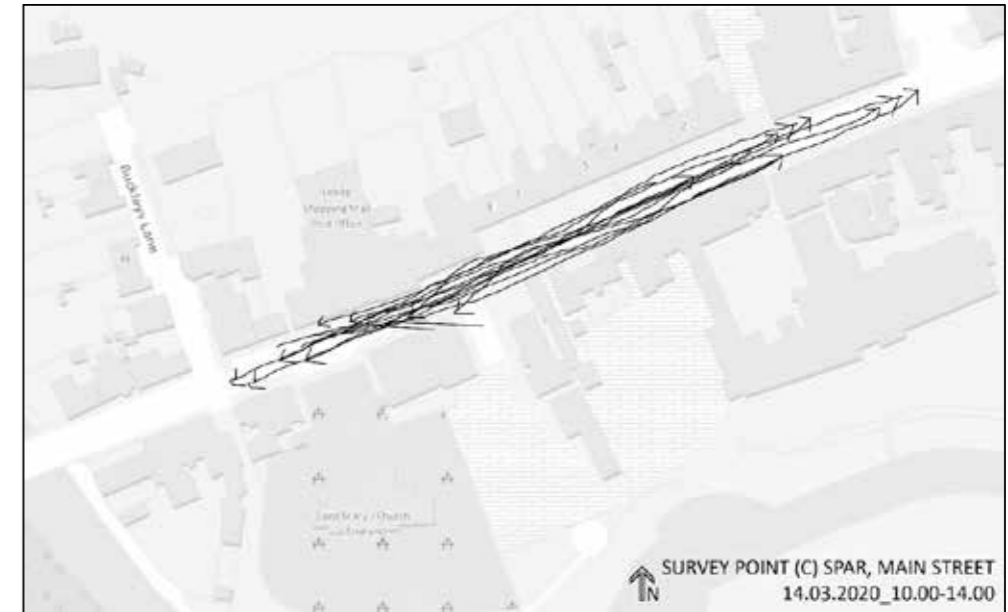


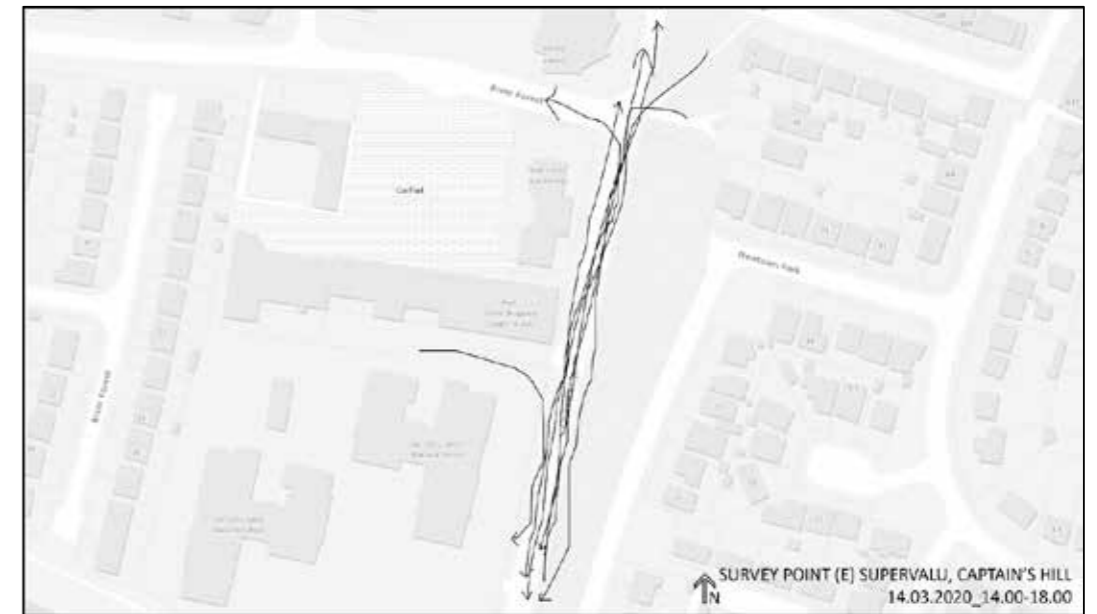
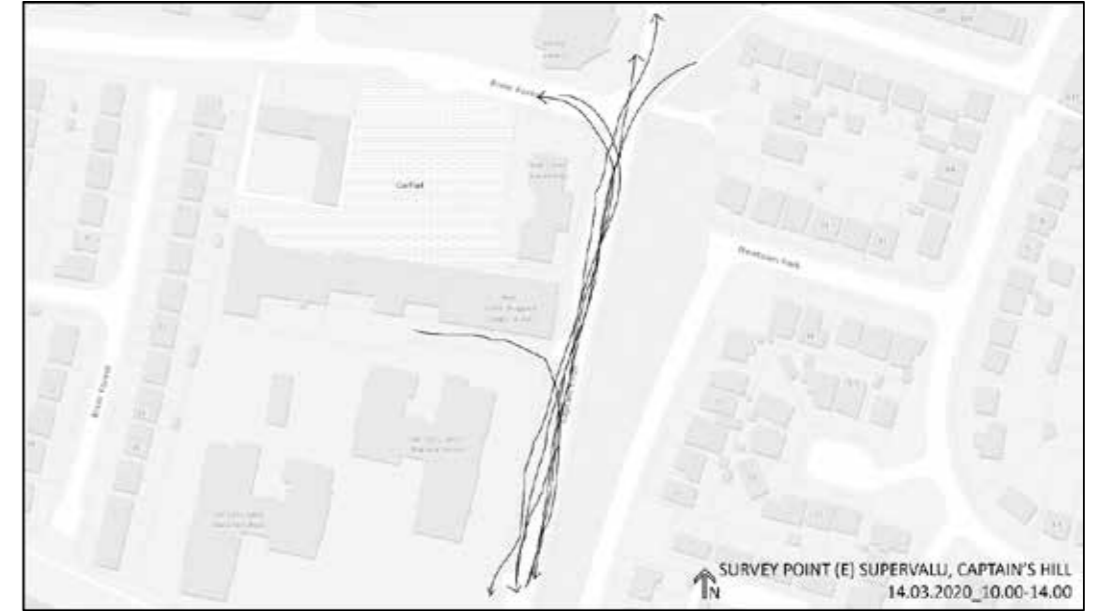
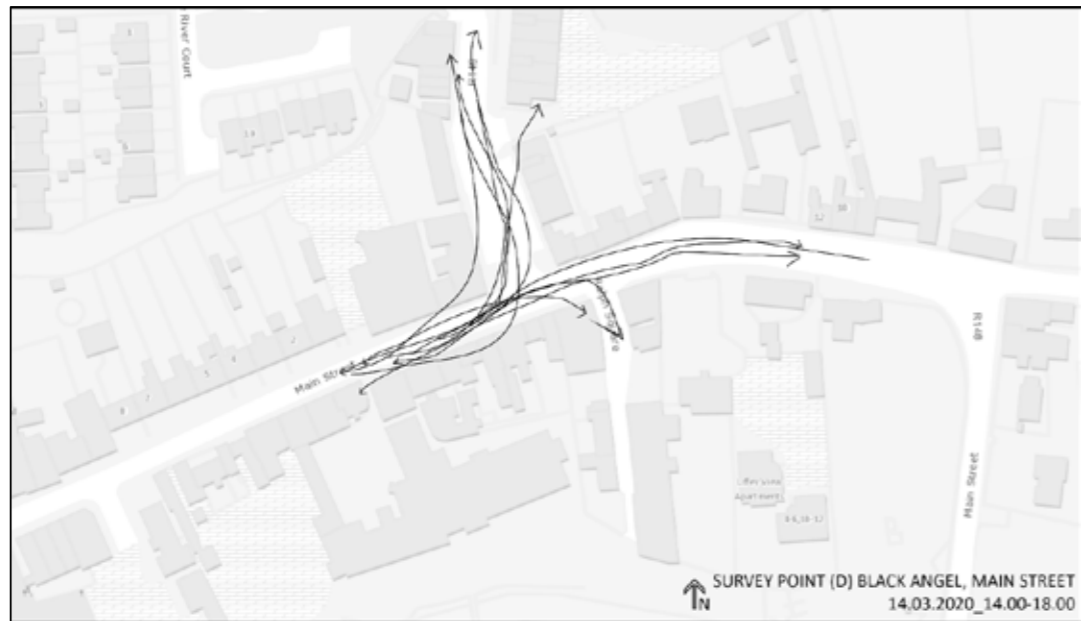












B

Appendix B: Public Consultation Findings

Consultation Key Findings

Pedestrian & Cycle / Transport

Pedestrian and cycling facilities accounted for nearly one third of all comments and Transport just over one quarter of all comments. We have four insight charts opposite:

1. Pedestrian / Cycle Comment Split

Comments in relation to pedestrian facilities accounted for over half of the combined pedestrian and cycle comments.

2. Pedestrian & Cycle Infrastructure Insights

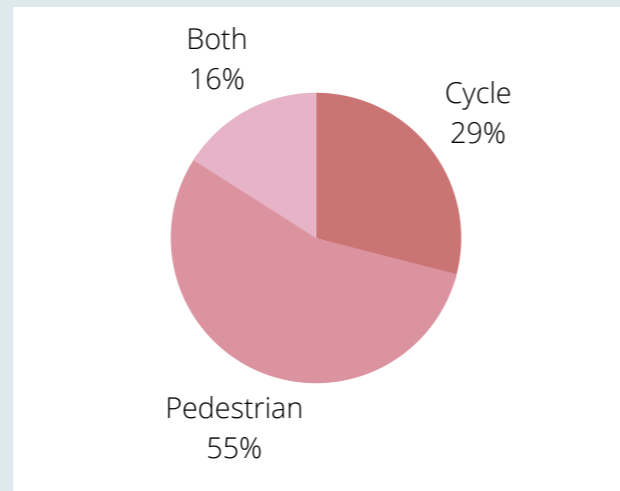
The majority of comments were in relation to suggestions for new infrastructure, accounting for almost half of pedestrian and cycle comments.

3. Pedestrian & Cycle Detailed Topic Insights

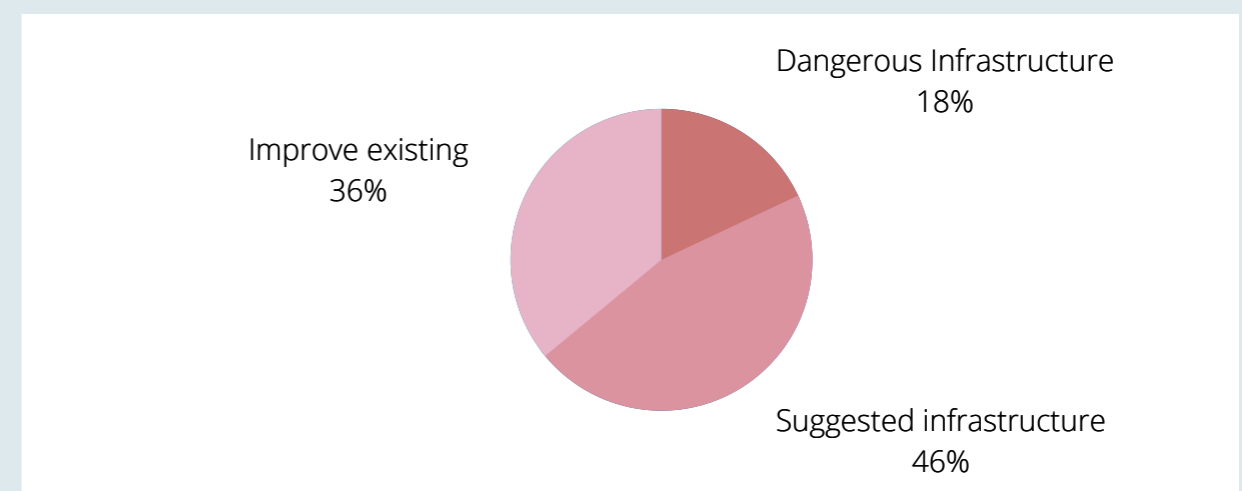
Almost half of the cycle & pedestrian comments received related to suggested new routes. This comprised suggested connections across the M4 and new routes in and around Leixlip. These locations are mapped on the following pages. The remaining half of the comments were made up of a combination of requests for new bike stands, widening footpaths, segregating cyclists and pedestrians, new road markings and removing barriers across existing routes to improve accessibility.

4. Transport - Detailed Topic Split

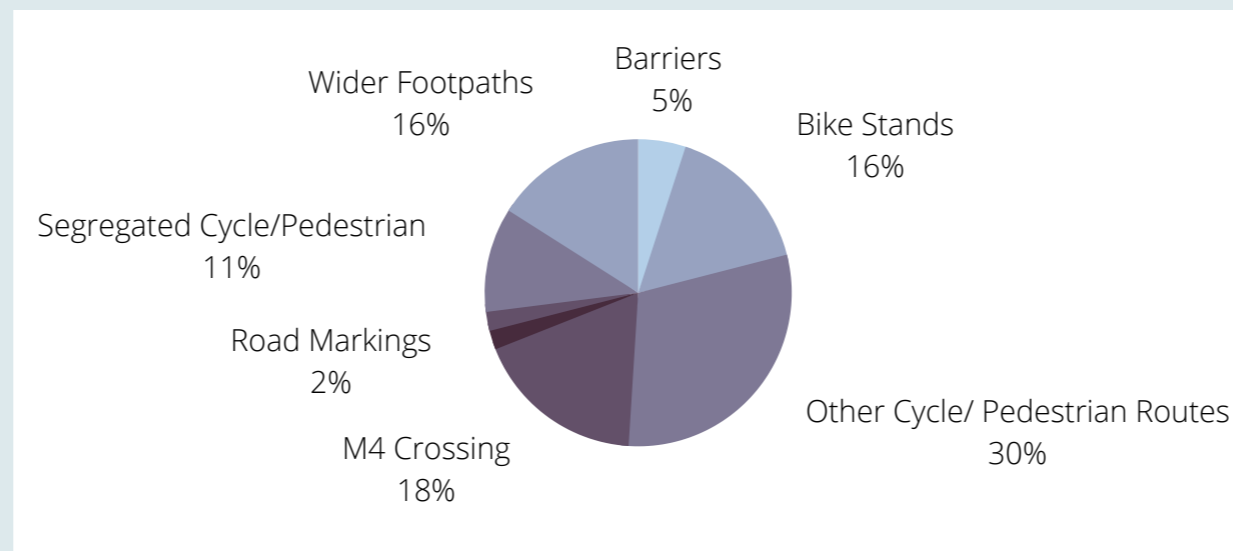
The most prominent topic relating to transport was parking, accounting for almost one third of the Transport comments.



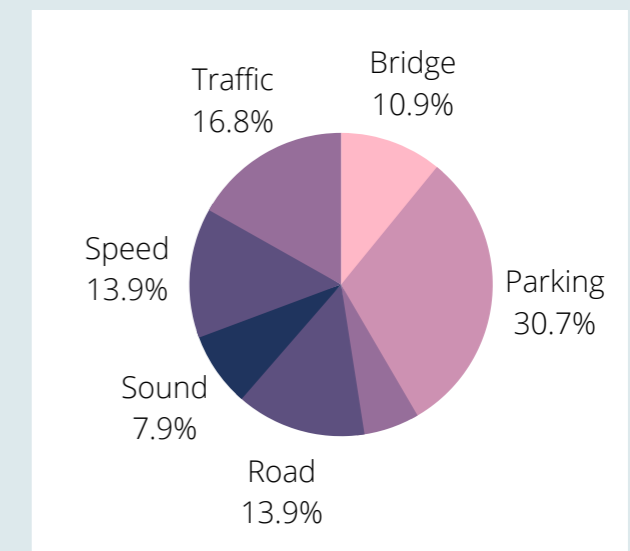
1. Pedestrian / Cycle Comment Split



2. Pedestrian & Cycle - Infrastructure



3. Pedestrian / Cycle - Detailed Topic Insights



4. Transport - Detailed Topic Split

Consultation Key Findings

Facilities & Upkeep

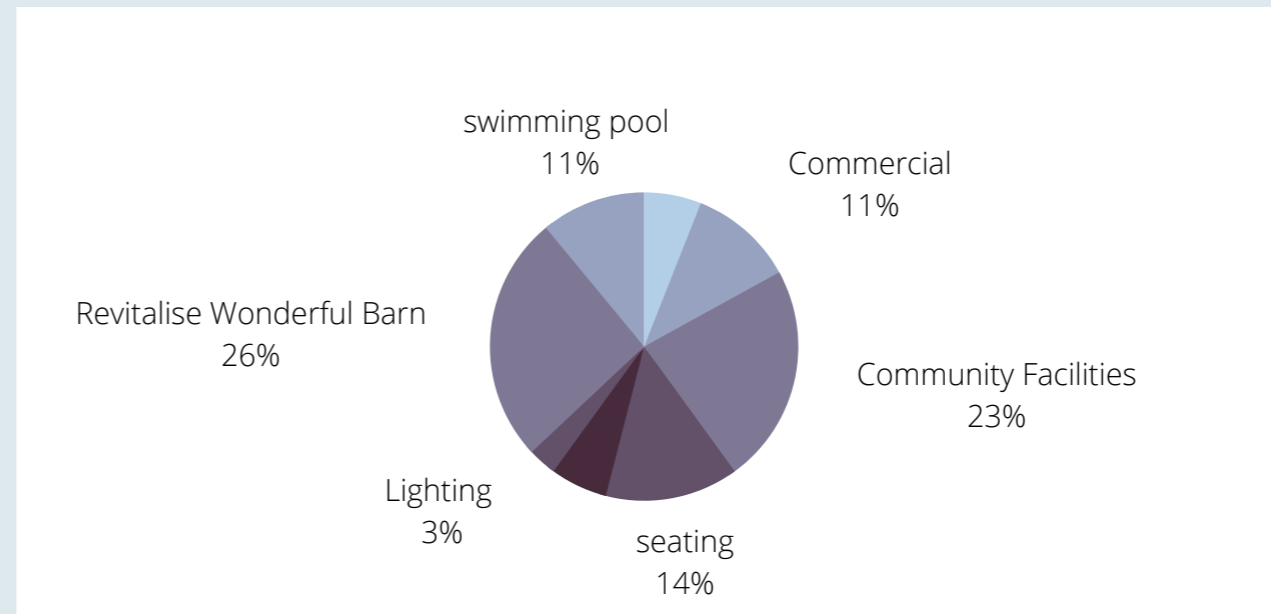
Facilities accounted for just over one quarter of all comments and Upkeep for a little under one fifth.

1. Facilities Insights

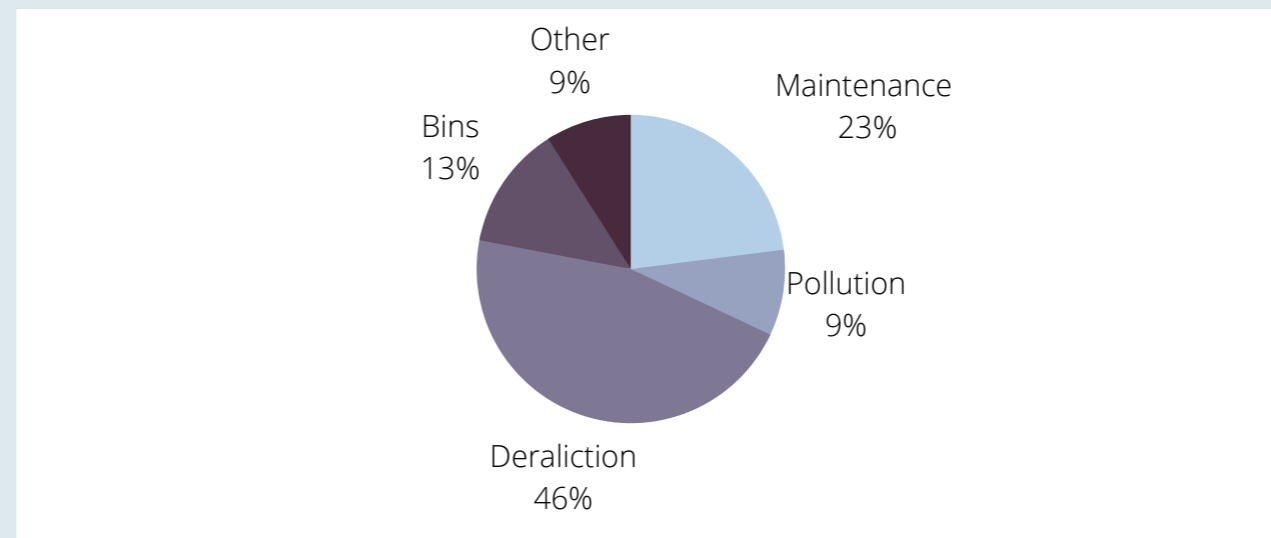
The Wonderful Barn accounted for the majority of comments with Community Facilities coming just behind. Between these two topics they accounted for half of all comments in relation to facilities.

2. Upkeep Insights

Dereliction was the most prominent topic accounted for just under half of the comments in relation to Upkeep.



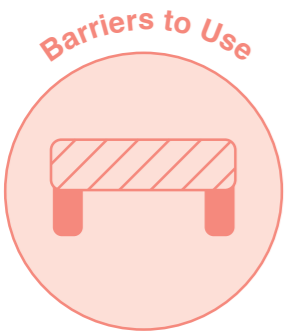
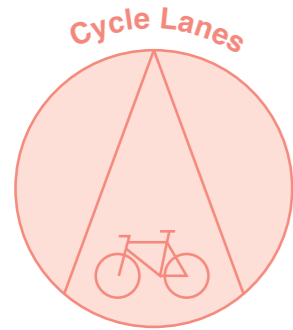
1. Facilities Insights



2. Upkeep Insights

Consultation Feedback Mapping

Cycle & Pedestrian



1. Wider footpaths throughout Leixlip in both directions
2. Segregated paths for cyclists and pedestrians
3. Widen foot paths in village & captains hill
4. Cycling Lanes along the Rye
5. Cycleway from Riverforest to Ryevale
6. Protected cycle routes on canals
7. Barriers blocking cyclists, disabled at canal
8. Better access to canal at Confey
9. Cycle parking and cargo bike parking @ Leixlip Spa
10. Cycleway by Liffey
11. A bridge over the M4 to Castletown House. The M4 interchange is dangerous for pedestrians & cyclists
12. The M4 interchange is dangerous for pedestrians & cyclists
13. Alternative bike routes into Castletown house
14. Safer Bike and pedestrian paths on Clane Road



Consultation Feedback Mapping

Transport

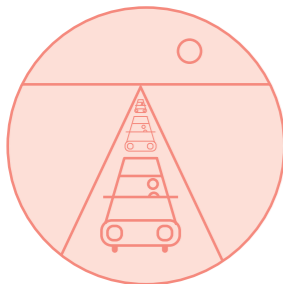
Public Transport



M4 Crossing



Traffic



Speed



1. One way traffic system through town to allow for wider paths
2. Measures to slow traffic, lower speed limit to 30kmph on Mainstreet
3. Speed limits not enforced
4. Reduce traffic in town centre / single occupancy cars and encourage sustainable modes of transport
5. Lower speed limits on the main street
6. Reduce parking in the town centre including Ralph's Square
7. More free parking in the town centre / 2 hours free parking
8. Traffic issue on captains hill- solution remove parking and loading bay
9. A bus stop closer to the Wonderful Barn
10. Sound barriers at the Wonderful Barn
11. Remove car parking barriers at the Wonderful Barn / a new welcoming car park / improve accessibility
12. Temporary ring road at Barnhall area made permanent



Consultation Feedback Mapping

Facilities



1. Pop-up sheltered stalls for shops on mainstreet
2. Replace car parking with benches and picnic tables (Arthur Guinness square)
3. Pop-up sheltered stalls for shops on mainstreet
4. Cycle Café at Ralph's square
5. Facilitate the regeneration of the Wonderful Barn as a destination tourist/events space.
6. Swimming pool in collaboration with Intel
7. Other facilities - non specific locations (not on map): Swimming pool, Free town Wi-Fi, Solar powered street lights, dog park, co-working space, botanical garden, outdoor covered areas for café's, seating in public spaces, community theatre space; playgrounds



Consultation Feedback Mapping

Upkeep

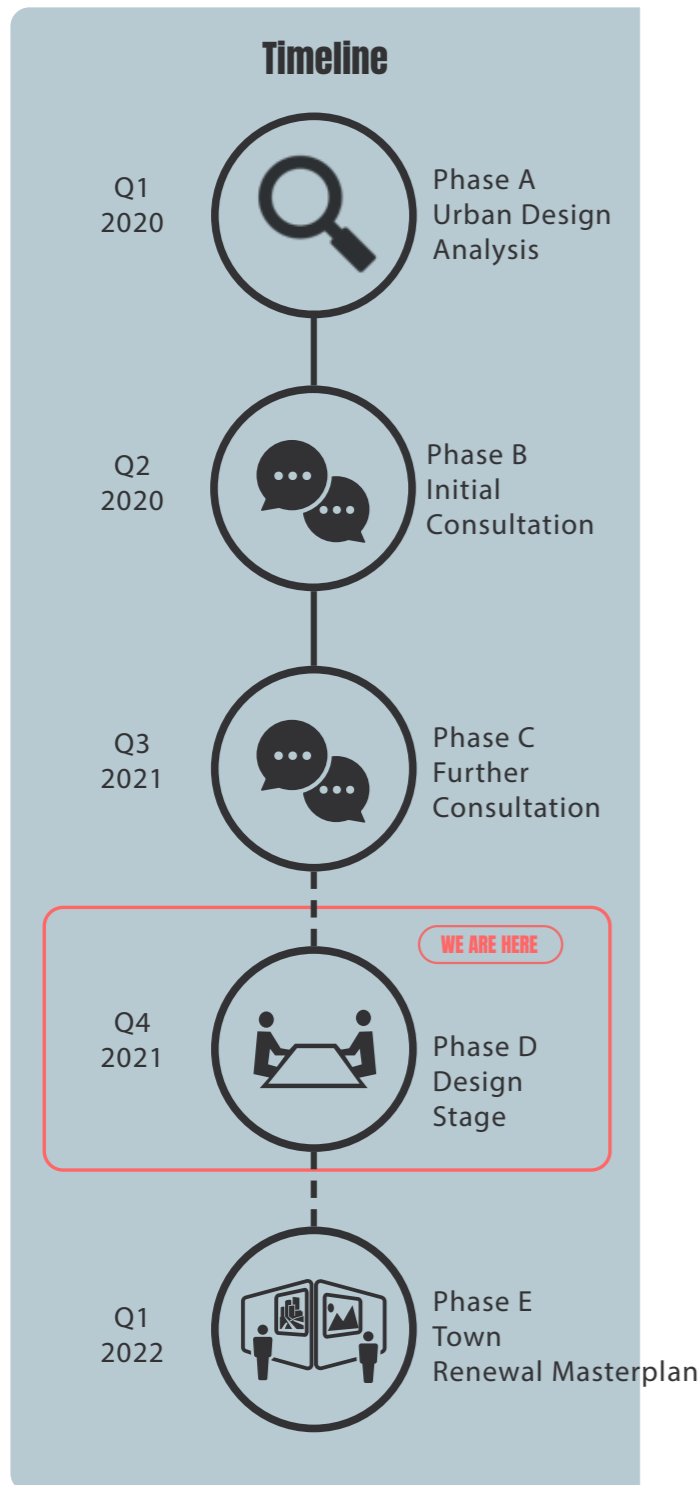


1. Derelict properties in town centre
2. Village Buildings need painted
3. Remove telephone boxes on Mainstreet footpaths
4. Terrible smell from river at Aldi from the Rye
5. Upkeep and improvement of the square (Ralph Square)
6. Remove telephone boxes from mainstreet footpaths
7. Repair walls at Ryvale lawn opposite church
8. Path along the canal is in need of upkeep
9. Bins and dog waste bins (Townwide, Wonderful barn)



What Happens Next?

Phase D design Stage



During the Urban Design Analysis and Public Consultation process the study area focused on the town centre and wider town area. This study area has been continued into the development of delivery projects whereby sites and areas have been identified across the town for further consideration with a major emphasis on town centre first.

The priority projects are aligned with the Council's vision for Leixlip and the policies highlighted in the Leixlip Local Area Plan. They also respond to public consultation held upon the completion of the urban design analysis conducted as part of the development of this document.

The following priority projects have emerged and will be developed further in the next stage of this Town Renewal Plan process:

1. Town Centre Improvements & Key Public Spaces
2. Adaptive Re-Use of The Wonderful Barn
3. Heritage Play Trail
4. Upgrade of Cycle Facilities



Project 1- Town Centre Improvements & Key Public Spaces



Project 2-Adaptive Re-Use of The Wonderful Barn (photo: Wonderful Barn)



Project 3-Heritage Play Trail



Project 4-Upgrade cycle facilities

Appendix

Full Survey Feedback

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URN	Author	Location	Map Attached
KCC-C43-1	Caroline Farrell		No

Title: Please widen the footpaths in the village includin...

Observation

Slide: Leixlip Town Renewal Plan Area

Pin:

Yes

Please widen the footpaths in the village including the captains hill. There are multiple archways between the main street and the river walk, is it possible to open these archways up and increase pedestrian options? All derelict buildings and empty shop units should be revamped and buyers of units should be forced to use the units n a specific timestamp rather than let them go empty. Pop up units should be encouraged. Walls at exterior of ryevale lawns opposite church to be fixed/repaired. Introduce solar power lights to increase attractiveness at night/also this would achieve higher safety. Village should have free WiFi to attract visitors. Telephone boxes outside middle shop to be removed. All footpaths need to be widened. Consider one way traffic system through village to permit this.

KCC-C43-2 Tom Halligan

No

Title: Install bicycle lanes in both directions where pos...

Observation

Slide: Leixlip Town Renewal Plan Area

Pin:

No

Install bicycle lanes in both directions where possible along R404 between Blakes Cross and Barnhall Rugby Club roundabout. Upgrade lane between R404 at River Liffey Bridge and entrance to Castletown House at Batty Langley Lodge to facilitate walking and cycling route. Prioritise opening (as agreed in Leixlip Development Plan) of link road between R404 and R405 through HP site to include bicycle lanes. Mark all bicycle lanes to show direction of travel in the interests of safety.

Leixlip Town Renewal Plan

Draft Submissions

Observations report

Appendix

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KCC-C43-3

No

Title: What about a parkland that stretches from Leixlip ...

Observation

Slide: Leixlip Town Renewal Plan Area

Pin:

No

What about a parkland that stretches from Leixlip Castle, over the M4 and along the reservoir that could tie into The Wonderful Barn and also linked up with the grounds of Castletown.

It could incorporate some nice walks, recreation areas a playground and skate/bmx park that could be shared with Celbridge. Just like what Fingal have done in St. Catherine's.

It would also provide a much improved and safer foot and cycle route between the two towns and could be named after Desmond Guinness for his contribution in the area.

A link road from the R404 to the M4 junction.

incentives for the owners of units on the main street to clean up there frontage and keep it maintained or face a fine/penalty.

A swimming pool that had money raised for it locally decades ago that is on public land not on private property. If Maynooth collage want a pool let them pay for it, it already has several pools in the area. The pool in St. Raphael's was built with tax payers money and was supposed to act as a public pool for the area but over the years has become very limited in it's public times. A pool between Leixlip, Celbridge and Maynooth that is easily accessible from the 3 towns makes more sense then one that involves going through traffic in Maynooth for almost everyone.

Leixlip and Celbridge have been overlooked all my life for infrastructure as we are between Lucan in Fingal and Maynooth. Between Leixlip(circ 15K*), Celbridge(circ 20K*) and Maynooth (circ 15K*) we represent about 21% of the circ 222K* people in Kildare according to the 2016 census* and the 3 towns are the 3rd,4th and 5th most populous in Kildare and within stones throw of each other. It looks worse on a national scale if you exclude the 5 Cities

Celbridge is 16th in population in the whole Country, Leixlip is 24th and Maynooth is 26th yet the area is staved of development unless it is house building. LPT gets sent away to other areas that have amenities and infrastructure that dose not even exist here.

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KCC-C43-4

No

Title: The Wonderful Barn represents an ideal location as...

Observation

Slide: The Wonderful Barn and Main Street

Pin:

No

The Wonderful Barn represents an ideal location as a central point on a Liffey walking and cycling heritage trail which can be developed in two separate phases. The first phase can go from Leixlip Village via Leixlip Castle into the proposed Celbridge Road East development area. The second phase would go from the Wonderful Barn and involve a cyclist/pedestrian bridge being built over the M4 to link into the Castletown Estate along the back of the old HP site. This would restore the historical link between Castletown House and the Wonderful Barn itself. The Wonderful Barn and surrounding buildings could be restored with a courtyard, café and exhibit space. Facilitating pop up shops, food trucks, farmers markets etc. could generate increased footfall. Outdoor walking trails, gym equipment or a small playground can also be considered. The long overdue resurfacing of the M4 and installation of appropriate noise barriers could substantially increase the enjoyment of the parklands. These are an important reservoir for birds and wildlife and any development should aim to preserve and enhance this aspect.

KCC-C43-5

No

Title: The Wonderful Barn is a missed opportunity to attr...

Observation

Slide: The Wonderful Barn and Main Street

Pin:

No

The Wonderful Barn is a missed opportunity to attract tourists and visitors to Leixlip. The recently erected car barrier serves as a deterrent for anyone visiting. This should be removed, and a welcoming car park provided. A café on premise would attract more visitors local and from other towns as it is a beautiful setting. The building needs maintenance to make it look more attractive. Rubbish bins needs to be provided around the Barn as there is only one unofficial bin at the front of the Barn. A cycle path towards the Castletown Estate and in to Leixlip town would make it very attractive for people wishing to explore all three areas on their bikes.

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KCC-C43-6 Mark Bruns No

Title: I like the cycling paths going through the Wonderf...

Observation

Slide: Leixlip Town Renewal Plan Area

Pin:

No

I like the cycling paths going through the WonderfulBarn, past Celbridge Road East, and past Leixlip Castle.

In addition it would be great to have a cycling lane go from the wonderful barn along celbridge road to the Casteltown Demesne. There is a pedestrian path but not cycling path.

KCC-C43-7 Mark Bruns No

Title: I wholeheartedly agree with the sentiment that par...

Observation

Slide: Leixlip Town Renewal Plan

Pin:

No

I wholeheartedly agree with the sentiment that parking in Leixlip should be free for 2h at least. I actively avoid going to businesses in Leixlip as I don't want to park in Leixlip. I prefer to drive to Maynooth and park there at Tesco and do shopping than parking in Leixlip centre. This is a shame as I would like to support local businesses more. I think if you had a limit of 2h parking that would help to avoid cars which would park there long term. It would also encourage visitors passing through Leixlip to stop and buy a coffee, lunch or anything else.

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KCC-C43-8 Lena Bruns No

Title: Wonderful barn: - Sound barriers - loud road noise...

Observation

Slide: The Wonderful Barn and Main Street

Pin:

No

Wonderful barn:

- Sound barriers - loud road noise (especially in winter) makes visits to the barn less pleasant
- Add a reasonable number of car parking spaces to encourage visitors
- Add rubbish bins to reduce littering (including bins for dog waste)
- Cycling road connecting the Barnhall shops to the barn
- Coffee shop/coffee truck
- A space for cultural events around the barn (historical fair, Halloween/Christmas market)

KCC-C43-9 Lena Bruns No

Title: Too many derelict buildings - can owners be either...

Observation

Slide: Leixlip Town Renewal Plan Area

Pin:

Yes

Too many derelict buildings - can owners be either encouraged to make them presentable or sell?

KCC-C43-10 N B No

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Title: -Swimming pool -Playground (current one is very ...

Observation

Slide: Leixlip Town Renewal Plan

Pin:

No

-Swimming pool

-Playground (current one is very small and run down). There should be 2 playgrounds (1 in confey and one the other side of Leixlip).

-A large multi story car park with first half hour free parking, then take away the on street car parking spots and utilise for larger/ safer footpaths or benches.

-too many empty / derelict shops and buildings in leixlip (better parking would encourage new businesses in the area).

-the old esb building has been empty for years it could be used for parking.

- a Liffey boardwalk

KCC-C43-11

No

Title: There is a strong smell of sewage at the bridge ov...

Observation

Slide: Leixlip Town Renewal Plan

Pin:

No

There is a strong smell of sewage at the bridge over the Rye river at the gate of Leixlip Castle. Is the source of this known? Presumably there is raw sewage flowing into the river around this bridge. Can this be addressed?

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KCC-C43-12

No

Title: - swimming pool - path along the canal should be ...

Observation

Slide: Leixlip Town Renewal Plan

Pin:

No

- swimming pool

- path along the canal should be upgraded

- roads on Oaklawn West need changing as driving on them damages the cars

- horrible smell from ?river just at Aldi

- need more ramps to slow down crazy motorists on Accommodation Road

KCC-C43-13

No

Title: A farmers market, playground, coffee shop and even...

Observation

Slide: The Wonderful Barn and Main Street

Pin:

No

A farmers market, playground, coffee shop and event space would work really well at the Wonderful Barn. Proper waste disposal is needed in the area especially for dog waste. The area is used a lot currently for dog walkers and I think a small dog park similar to St Catherine's Park could benefit the many dogs in the area and make the area safer for all walkers. Parking for visitors will be needed and I think the allotments should be maintained and expanded if possible. Given the proximity to the new estate Barnhall Meadows and possible future traffic problems, the ring road currently being used by Glenveagh for construction in the new estate should be kept, to create a ring road around the estate and more access points to the barn. A pathway cycleway that links up with Castletown over the motorway from this area should be created to promote the Arthur's Way walking route.

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KCC-C43-14 Amy Brennan No

Title: Public access to leixlip Castle would be a benefit...

Observation

Slide: Leixlip Town Renewal Plan Area

Pin:

No

Public access to leixlip Castle would be a benefit to the local area.

KCC-C43-15 Amy Brennan No

Title: Given the amount of unoccupied buildings, a co-wor...

Observation

Slide: The Wonderful Barn and Main Street

Pin:

No

Given the amount of unoccupied buildings, a co-working space would benefit the area given the amount of people that are now working from home, and to promote people not having to commute into Dublin City centre and push revenue into local cafes and shops during the week.

KCC-C43-16 B McC No

Title: - A walking/cycling route from the Wonderful Barn ...

Observation

Slide: The Wonderful Barn and Main Street

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Pin:

No

- A walking/cycling route from the Wonderful Barn to the village via Leixlip castle
- parking at the Barn for visitors as currently some use the neighbouring housing estate
- improved path around the parklands
- a 2nd, ring road entrance to the estate which construction traffic currently uses
- a bus stop closer to the Barn and estate

KCC-C43-17 trevor corbould No

Title: The proposals seem like good ideas and would certa...

Observation

Slide: Leixlip Town Renewal Plan

Pin:

No

The proposals seem like good ideas and would certainly encourage more tourism and local use. Some of the other comments make a lot of sense. For example I would certainly use the town more if there was free parking.

One thing that I would like to add is that more land be allocated for the wider community. You mentioned derelict buildings, could these be made available for this. Unlike days gone by, there now exists diverse communities of ethnic and religious back grounds in North Kildare and currently there is little available to them.

KCC-C43-18 Fidelma Cronin No

Title: The plans to renew Leixlip and make it a vibrant u...

Observation

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Slide: Leixlip Town Renewal Plan

Pin:

No

The plans to renew Leixlip and make it a vibrant usable space for the community is welcomed. Some solutions that could be implemented in advance that may assist in easing traffic and encouraging more pedestrians and cyclists could include the following:

- The paths along the canal in Leixlip require upgrading to facilitate more pedestrian/cycle traffic that would allow users to travel easily to Dublin and Maynooth and potentially reduce the number of journeys by car into and out of Leixlip.

- Access to the canal path at present at Confey, with a pram or bicycle is dangerous, as it involves either accessing via the road with oncoming traffic in both directions or walking a narrow footpath under the bridge with no guardrail. Change of the current access or the inclusion of a guardrail is essential.

A pedestrian/cycle way from River Forest to Ryevale has the potential to remove a lot of car traffic from Captain's Hill, particularly for school goers, Intel workers etc. It could be linked to other suggestions such as the cycle way linking Leixlip village, the Wonderful barn and Castletown.

- A short term solution of removal of the loading bay and parking spaces on Captain's hill could allow for more free flowing traffic so that congestion is eased.

- A compulsory takeover of properties that have been left derelict in the village alongside a scheme for improvement and upgrade of current properties.

- The proposed upgrade of Ralph Square is welcomed, it has the potential to be a welcoming space with sit down areas and renewed/changed use of properties in that area.

- Propose a joint private/public venture to build the swimming pool located Leixlip Amenity Centre - Intel etc to assist with community funding.

KCC-C43-19

No

Title: There are too many derelict buildings in the villa...

Observation

Slide: Leixlip Town Renewal Plan

Pin:

No

There are too many derelict buildings in the village and not enough parking or services to attract people to the village. Limited free parking and attracting new businesses would encourage visitors and locals into the village.

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A farmer's market and coffee shop in the Wonderful Barn with a space for events.

KCC-C43-20

No

Title: To echo Amy's point - Given the proximity to the n...

Observation

Slide: The Wonderful Barn and Main Street

Pin:

No

To echo Amy's point - Given the proximity to the new estate Barnhall Meadows and possible future traffic problems, the ring road currently being used by Glenveagh for construction in the new estate should be kept, to create a ring road around the estate and more access points to the barn.

KCC-C43-21

No

Title: "Providing sustainable communities where people ...

Observation

Slide: Leixlip Town Renewal Plan

Pin:

No

"Providing sustainable communities where people can live, work and socialise is the cornerstone of the Town Renewal Plan".

It is great to see this in writing as a goal, as sustainability seems to be an after-thought at best in other areas. The new playground in the Amenities is on hold pending a redesign of the car park, rather than creation of protected cycling facilities to the playground (and running track, gym and pitches, etc.). There is currently not even secure bike parking at the Amenities.

There were no measures in Leixlip to increase space for pedestrians or cyclists during the pandemic, until two parking spaces were turned into a parklet in June 2020. This was beside the busiest junction

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in the village (and therefore noisiest and most polluted), rather than in the council car park by the riverside walk in Arthur Guinness Square.

Given the recent publication of the IPCC report on climate change, we must all do all we can as soon as possible to limit emissions. In Leixlip, we must reduce car parking and replace it with bike parking and green spaces. We must limit car journeys and speeds to encourage people to switch to walking and cycling.

KCC-C43-21

Brian McArdle

No

Title: Wonderful Barn Rather than just being an area for...

Observation

Slide: The Wonderful Barn and Main Street

Pin:

No

Wonderful Barn

Rather than just being an area for tourists, the Wonderful Barn should be a meeting place for all Leixlip residents young and old – families with young children using a playground, teenagers kicking a ball, adults meeting for tea or coffee, older people going for a walk, people taking visitors for a tour of the barn.

A children's playground should be created, along with plenty of open space.

We would love to see a community café and regular farmers' market.

The Barn itself makes a wonderful exhibition or performance space, and local groups should be encouraged to stage events here and use it in the evening.

Dense tree growth and road-side barriers to limit the noise and air pollution from the M4 would be great.

Surface car parking will only take away from the green space available, worsening biodiversity and amenity. Car parking should be limited to disabled spaces and loading bays. Instead pedestrian and cycle links should be developed with Castletown House (possibly via a new bridge over the M4, or via route to Batty Langley lodge entrance), Leixlip Village, and permeability with every surrounding residential estate, like Beechpark and Rinawade. There should be plenty of bike parking, including spaces for family cargo bikes.

The new BusConnects route 258 will run from near Confey train station via Leixlip Village past the Wonderful Barn every 30 minutes, meaning easy public transport access.

Protected cycling routes from both the Royal and Grand canal greenways should be created. The LP2 route of the NTA Greater Dublin Area cycle network passes by the current entrance, and the C8 greenway within Castletown House is also within easy reach. Completing these sections of the GDA

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network will not only benefit the Wonderful Barn, but also the local schools on Celbridge Road as well as MU Barnhall RFC and Liffey Business Campus.

Main Street

We visit the village every weekend to shop, and every time we reflect on what it could be. In its current form, there is no incentive to hang around and spend time. The footpaths are narrow, with high protruding kerbs that are trip hazards. Due to the amount of motor traffic, the village is noisy, full of fumes and not inviting, and more parking will just invite more traffic. The businesses in the village are great, but more needs to be done about the environment in which they operate.

Shops on the Main Street cannot compete with online businesses for convenience or cost, but they can on experience. We must make shopping in our main streets a pleasant experience. Pedestrian areas where one can linger without feeling claustrophobic from noisy, polluting motor traffic, but instead wander from shop to shop and sit outside in fine weather - under canopies when needed.

Small businesses will find it hard to get a foot in the door without a shop front. Closing the Main Street once a month (or more often) on a weekend day for pop-up stalls and get people supporting small local businesses and give opportunity for new business ideas to be tried on stalls. The same traffic arrangements as the Leixlip Festival could be used. Keep people in their local town at weekends rather than trips to Liffey Valley, etc.

Pop-up stalls would allow local businesses to cheaply advertise their existence and their services, even if they are mostly an online offering. If this is not feasible, create pop-up shops in vacant units.

In Arthur Guinness Square, additional cycle parking should be installed, including spaces for family cargo bikes.

The speed limit on Main Street (and throughout Leixlip) should be dropped to 30km/h, with associated traffic calming and raised table crossings (though the footpath is lower than the street in many places). It's not only a road safety issue, lower speed limits also:

- * Ensure that traffic moves more smoothly with minimal effects on journey times
- * Reduce air and noise pollution
- * Reduce carbon emissions by increasing the number of people walking and cycling
- * Encourage young people to move about independently and encourage parents to permit their children to do so
- * Help combat rising levels of obesity by encouraging people of all ages to walk and cycle and by encouraging children to play outdoors
- * Transform our urban and village streets and residential estates from car dominated through-roads to vibrant living 'people-friendly' spaces
- * Bring us into line with the rest of Europe where 30km/h, (20 mph in the UK) is fast becoming the default urban speed limit.

(from <https://www.love30.ie/why-30kmh>)

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Slide: Leixlip Town Renewal Plan

Pin:

No

Whilst reading the Leixlip Town Renewal Plan I was delighted to see the following phrase

The key objective of the Leixlip Town Renewal Plan is to deliver a new vision for the town with pedestrian focused public spaces and liveable streets. The aim is to put the pedestrian and cyclist at the heart of the design solution for the town and to create fully accessible, inclusive and age-friendly public spaces.

Improving pedestrian and cycling access to the town is key to rejuvenating the town. The pandemic has shown us that people are keen and happy to shop and socialise in their local area, rather than always drive to nearby towns or large shopping centres. In fact if Leixlip town centre is to succeed we must get people out of their cars, and encourage them to walk or cycle to the town centre.

There needs to be wider footpaths and cycle paths throughout Leixlip, and the town centre. The upcoming connection of Leixlip to the Royal Canal Greenway, offers a huge opportunity to attract walkers and cyclists into the town. The town is ideally situated insofar as when the Greenway is fully operational, Leixlip will be approximately a one hour cycle from Dublin city centre. There should be a dedicated segregated cycle path and widened footpath going in both directions from Leixlip Louisa Bridge to the town centre, and also from Confey Cope Bridge to the village. This path from Confey could be diverted through St Catherine's Park if there is an issue with the width of the road and cycle lanes on the Captain's Hill.

With regard to a widened footpath and cycle path on Station Road from Louisa Bridge to the town centre, this road is wide and open, and could be narrowed considerably. This would have the added effect of slowing traffic on a stretch of road that is meant to have a 50km/hr speed limit. Something similar was done successfully on the Straffan Road in Maynooth, where there are wide footpaths for pedestrians, and separate segregated cycle lanes.

Ralph Square would be the ideal location to incorporate cycling related infrastructure like what Kildare County Council provides through its Cycle Cafe scheme. As outlined in the town renewal plan, the square cannot be closed off to vehicular traffic unfortunately. However, an attempt could be made to reduce vehicular traffic and encourage pedestrians and cyclists into the square. If done well, the square could support a cafe or restaurant with outdoor seating for pedestrians and cyclists. At present the square is nothing more than a car park, surrounded by closed retail units and gradual dereliction.

KCC-C43-24

Katelyn Peer

No

Title: I'd love to see the Wonderful Barn used more for...

Observation

Slide: The Wonderful Barn and Main Street

Pin:

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No

I'd love to see the Wonderful Barn used more for tourists and locals alike. A cafe / coffee truck would be a great start and I agree that markets could be a great way to celebrate the space. Sound barriers would be ideal to block the traffic noise from the highway. And a connecting bike path to Castletown and to the town center are needed. And bike routes into the wonderful barn from other ways than the main entrance too. That being said, a second car entrance and exit to the barn would be needed too. Another way to celebrate the space and bring more people could be a botanical garden.

For the Town Center:

- The derelict or unused buildings are a real shame and bring the town down, there should be some way to encourage selling or renting of those to new businesses.

- the riverfront seems like a great opportunity, especially since the main street is so narrow. Making better use of that for businesses or using the courtyards between the buildings to enable better use of space. It's hard to spend time in Leixlip town center currently

- its also hard to cycle there, that narrow main street is not great for cyclists and there are not many cycle racks. Adding a cycle path along the river and making it very accessible. Captilizing on the Royal Canal Greenway routes would be ideal, so connecting town to that and making it easy and appealing for cyclists.

-the main street is the only way through town so closing the street for pedestrians is hard unless there is a thorough fare somewhere else in town, which would be amazing.

-Leixlip castle is mentioned in the video but i dont think that is open to the public? I wanted to visit when i first moved here but couldnt find a way.

KCC-C43-25

Katelyn Peer

No

Title: Ralph square seems like a great oppourtinty for ou...

Observation

Slide: Ralph Square/Riverside Walk and Leixlip Spa

Pin:

No

Ralph square seems like a great oppourtinty for outdoor seating and a patio for a cafe or restaurant. And it connects to the riverfront path so could be a great place to stop after walking or cycling if a path into town is made more appealing from the greenway or wonderful barn/castletown

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The Leixlip Spa needs a secure cycle rack to lock up bikes by the path before the steps.

KCC-C43-26

No

Title: I believe a modest community theatre would be of b...

Observation

Slide: Leixlip Town Renewal Plan

Pin:

No

I believe a modest community theatre would be of benefit to everyone especially our vibrant arts/theatre/musical groups

Ralph Square is in serious need of upgrading along with the linear park along the Liffey

The Wonderful Barn project needs to get underway urgently. It is a waste of a beautiful area at present

More mini playgrounds are required

KCC-C43-27

Leixlip

No

Title: Some interesting seating areas could be added in...

Observation

Slide: Leixlip Town Renewal Plan

Pin:

No

Some interesting seating areas could be added in the public places in Leixlip. For instance, some benches incorporating water features since Leixlip is surrounded by 2 picturesque rivers and even has a waterfall, and of course historical Salmon leap documented in archives. Alternatively, benches

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decorated / resembling Vikings or Guinness characters, historical architecture, Intel which is a part of Leixlip's history now or anything else associated with Leixlip. I believe members of the Leixlip's Men Shed and local artists would be interested in contributing... Would be entertaining for both kids and adults. Also, would be great to have some small places for children entertainment as I am not aware of any in the village itself. Even a single swing or an activity wall, which also could be decorated to reflect Leixlip's character. Also might be possible to paint murals on the neglected shops / buildings to add a bit of cheer.

KCC-C43-28

No

Title: Wider footpaths, cycling Lanes, outdoor covered ar...

Observation

Slide: Leixlip Town Renewal Plan

Pin:

No

Wider footpaths, cycling Lanes, outdoor covered areas for use of all small cafes who stayed open all through the pandemic, catering for vulnerable people who couldn't go anywhere. Get rid of parking spaces outside Bank of Ireland, which are dangerous for the purpose of car parking. And turn area into covered seating areas for outdoor use through all weather's.

Council should be encouraging shops for initiative thinking of improving the village and the whole of the village buildings need painting.

KCC-C43-29

Killian Bannon

No

Title: There needs to be a rethink about transport throug...

Observation

Slide: Leixlip Town Renewal Plan Area

Pin:

No

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There needs to be a rethink about transport through the town. Queues of single occupancy cars travelling through the town will do nothing to help our climate goals nor do many of these drivers stop to spend money in the town.

There needs to be more sustainable forms of travel encouraged. Currently the cycling facilities around Leixlip range from poor to none. Paint is not protection and in many cases can be more dangerous to cyclists than no cycle lane. Cycle paths shared with the footpath will not be used by commuting cyclists simply because of their design and loss of priority at every junction. In addition cycle paths should not be shared with pedestrians to ensure safety for both. Segregated cycle paths is the only solution. Any new cycle lanes need to be segregated both from pedestrians and from cars.

There were plans to build a pedestrian & cycle bridge crossing the Rye. This is needed to enable easier cross town travel, again reducing the need for many car journeys. I'm not sure for whose benefit the metal barriers are for but studies show that these are less safe for pedestrians. If the issue is speed related, then reduce the speed limits.

Furthermore, the hostile M4 interchange was evidently never designed for use by pedestrians or cyclists. KCC should look at building the crossing from Leixlip Gate across to Castletown Estate.

Segregated cycle lanes routed to schools will encourage more children to cycle to school in a safe manner whilst also reducing traffic volumes through the town.

A segregated cycle lane linking the Royal and Grand canals would prove to be a valuable tourist and commuting route. In terms of tourists, it has the potential to attract more tourists into the town who will spend money (lunches, accommodation, etc.). One potential route is out the Celbridge Road (R404) and down Tubber Lane to Hazelhatch. I would also encourage KCC to make it easier for people to access the canal at Confey. The barriers block anyone not on foot - cyclists, disabled, etc. Lastly, there is nowhere for people who do choose to cycle to secure their bike. Sheffield stands (rather than the wheel racks) in locations around the town will help encourage more active travel.

Speed limits are not enforced in and around the town and the design of the main arteries leading to and from the town encourage faster speeds. If we are to encourage more active travel, then KCC need to look at methods of reducing speeds (and not just ramps). Much research shows that narrower tree lined roads encourage people to drive more slowly.

The buildings at the Wonderful barn are being left to deteriorate and this is a wasted opportunity. As others have commented, these could serve as a cafe, an exhibition centre and other forms of valuable amenity uses. It would also help reduce anti-social activity at the amenity.

The council also need to be stricter on the owners of derelict properties in the town centre.

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C

**Appendix C:
Appropriate
Assessment Screening**

Executive Summary

This *Screening for Appropriate Assessment* report has been prepared by NM Ecology Ltd on behalf of Kildare County Council regarding the Leixlip Town Renewal Masterplan. The key objectives of the plan are “to deliver a new vision for the town with pedestrian focused public spaces and liveable streets. The aim is to put the pedestrian and cyclist at the heart of the design solution for the towns and to create fully accessible, inclusive and age-friendly public spaces.”

In accordance with their obligations under the *European Communities (Birds and Natural Habitats) Regulations 2011* (SI 477/2011), Kildare County Council must assess whether the plan would be likely to have significant effects on any European sites. This document provides supporting information to assist the local authority with an Appropriate Assessment screening exercise, including: a brief description of the plan and its environmental setting, details of any European sites within the plan area, and a review of potential source-pathway-receptor links to European sites outside the plan area.

Part of the Plan Area is within the boundary of the *Rye Water Valley/Carton SAC*. However, the qualifying interests of the SAC – petrifying springs and two species of whorl snail – are highly localised in an area that will not be affected by the plan, so direct impacts can be ruled out. No feasible pathways for indirect impacts were identified to this or any other European sites. Therefore, we conclude that the plan poses no risk of direct or indirect impacts on any European sites, and that Appropriate Assessment is not required.

Screening for Appropriate Assessment

Leixlip Town Renewal Masterplan

07 June 2023



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1 Introduction

1.1 Background to Appropriate Assessment

Approximately 14% of the land area of Ireland is included in the European Network of Natura 2000 sites (hereafter referred to as ‘European sites’), which includes Special Protection Areas (SPAs) to protect key habitats for birds, and Special Areas of Conservation (SACs) to protect a range of other habitats and species. Legislative protection for these sites is provided by the *European Council Birds Directive (2009/147/EC)* and *E.C. Habitats Directive (1992/43/EEC)*, which are jointly transposed into Irish law by the *European Communities (Birds and Natural Habitats) Regulations 2011 (SI 477/2011, as amended)*.

Regulation 42 (1) states that: “*Screening for Appropriate Assessment of a plan or project for which an application for consent is received [...] shall be carried out by the public authority to assess, in view of best scientific knowledge and in view of the conservation objectives of the site, if that plan or project, individually or in combination with other plans or projects is likely to have a significant effect on [any European sites].*” To ensure compliance with this regulation, planning authorities must screen all planning applications for potential impacts on European sites. Supporting information may be requested from the applicant to assist with this process.

This document provides background information to assist the competent authority with a *Screening for Appropriate Assessment* exercise for the plan. If it can be concluded that the plan poses no risk of likely significant effects on European sites, then the assessment can conclude at Stage 1: Screening. If likely significant effects cannot be ruled out, the assessment would need to proceed to Stage 2 of the Appropriate Assessment process.

1.2 Statement of authority

This report has been prepared by Nick Marchant, the principal ecologist of NM Ecology Ltd. He has fifteen years of professional experience, including eleven years as an ecological consultant, one year as a local authority biodiversity officer, and two years managing an NGO in Indonesia. He provides ecological assessments for developments throughout Ireland and Northern Ireland, including wind farms, infrastructure projects (water pipelines, greenways, etc.), and a range of residential and commercial developments.

He has an MSc in Ecosystem Conservation and Landscape Management from NUI Galway and a BSc in Environmental Science from Queens University Belfast. He is a member of the Chartered Institute of Ecology and Environmental Management, and operates in accordance with their code of professional conduct.

1.3 Methods

This report has been prepared with reference to the following guidelines:

- *OPR Practice Note PN01: Appropriate Assessment Screening for Development Management* (Office of the Planning Regulator 2021)
- *Appropriate Assessment of Plans and Projects in Ireland* (Department of the Environment, Heritage and Local Government, 2009)
- *Assessment of plans and projects in relation to Natura 2000 sites – Methodological guidance on Article 6(3) and (4) of the Habitats Directive 92/43/EEC*, 2021
- *Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine* (Chartered Institute of Ecology and Environmental Management, 2018)

In accordance with Section 3.2 of *Appropriate Assessment of Plans and Projects in Ireland*, the screening exercise was conducted using the following steps:

- Description of the project and local site characteristics
- Identification of relevant European sites, and compilation of information on their qualifying interests and conservation objectives
- Assessment of potential impacts upon European sites, including:
 - Direct impacts (e.g. loss of habitat area, fragmentation)
 - Indirect impacts (e.g. disturbance of fauna, pollution of surface water)
 - Cumulative / ‘in-combination’ effects associated with other concurrent projects
- Screening Statement with conclusions

A desk-based study was carried out using data from the following sources:

- Specifications for the plan
- Qualifying interests / conservation objectives of European sites from www.npws.ie
- Bedrock, soil, subsoil, surface water and ground water maps from the Geological Survey of Ireland webmapping service (dcenr.maps.arcgis.com), the National Biodiversity Data Centre (<http://maps.biodiversityireland.ie/>), and the Environmental Protection Agency web viewer (gis.epa.ie/EPAMaps/)
- The *Kildare County Development Plan 2023-2029*

All web-based resources were accessed in May and June 2023.

2 Description of the Project

2.1 Environmental setting

The area covered by the masterplan (hereafter referred to as ‘the Plan Area’) includes Leixlip Town and all associated zoned land as per the *Kildare County Development Plan 2023 – 2029*. It is shown in red outline in Figure 1.

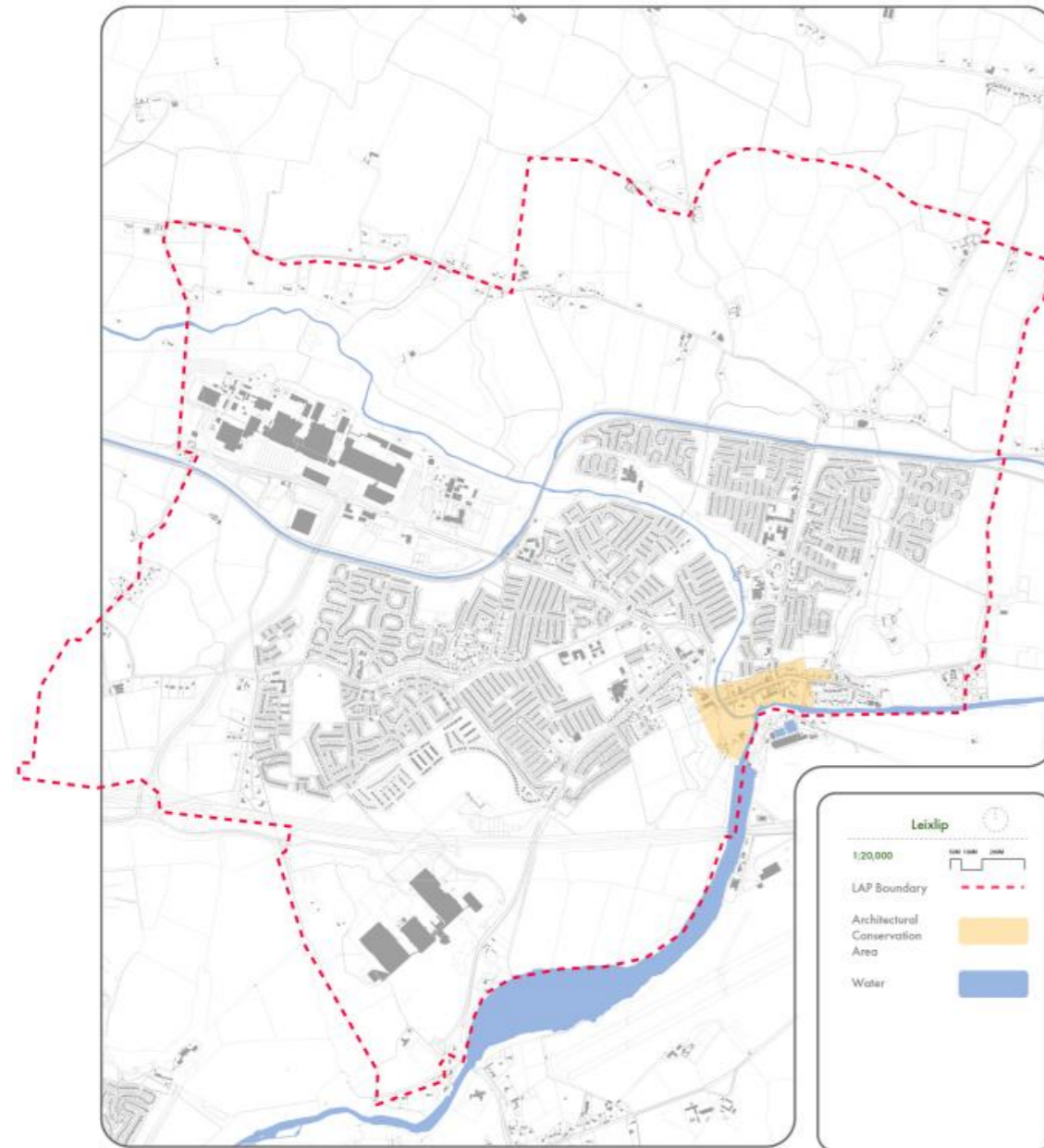


Figure 1. Boundary of the Plan Area (dashed red outline). Watercourses are shown in blue

The town centre consists predominantly of buildings and artificial surfaces, as well as some small urban gardens. The Rye Water river passes to the west of the town centre and the River Liffey to the south; both have associated wooded valleys. The suburban areas around Leixlip consist of housing estates, gardens and green areas, as well as urban parks (e.g. Wonderful Barn, Leixlip Manor); these areas consist mainly of amenity grassland, broadleaved woodlands and ornamental planting. The Intel campus is a large industrial facility in the west of the town.

The broader surroundings are characterised by agricultural land and a number of other suburban towns, e.g. Lucan, Celbridge, Maynooth.

Geology and soils

The Plan Area is underlain by limestone bedrock, categorised as “Dark limestone & shale” on the GSI website. It provides a locally-important aquifer. Subsoils are limestone till, with alluvium along river corridors. Soils are made ground, fine loam and alluvium.

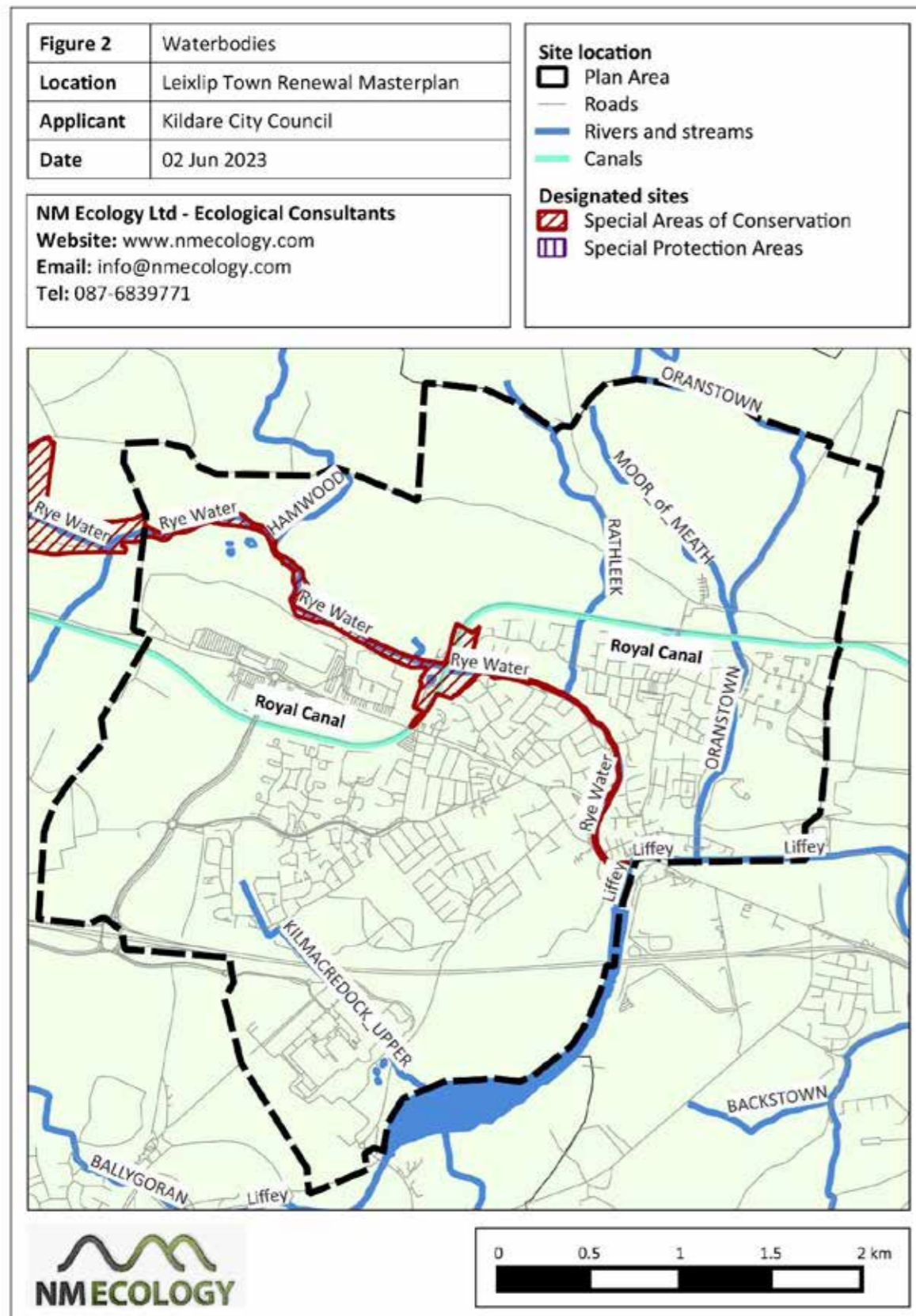
Waterbodies

The ‘Rye Water’ river flows through the centre of the Plan Area. It arises between Enfield and Summerhill approx. 16 km to the west of the Plan Area, and then flows east past Kilcock and Maynooth into Leixlip. At the south-eastern edge of the Plan Area it merges with the River Liffey, which then flows east through Dublin City and meets the coast in Dublin Port approx. 22 km downstream of the Plan Area.

There are a number of small tributaries of the Rye Water within the Plan Area, including the Hamwood and Rathleek streams. A tributary of the River Liffey – the Oranstown / Moor-of-Meath stream – is also within the Plan Area. The locations of these watercourses are shown in Figure 2.

The Royal Canal also passes through the Plan Area, crossing above the Rye Water in an aqueduct. The canal is a self-contained hydrological unit that is isolated from surrounding surface water and groundwater, so it has no connection to any other watercourses in the Plan Area.

The quality of waterbodies is monitored under the Water Framework Directive, with the most recent status assessments undertaken in 2016 – 2021. Within the Plan Area, the Rye Water and its tributaries were of Moderate status. Upstream of the Plan Area the river ranged from Poor to Good status. The River Liffey was of Poor status in its freshwater section (as far as Islandbridge in Dublin City), and the estuarine / brackish section of the River Liffey in Dublin City Centre was of Good to Moderate status.



2.2 Description of the plan

The following is taken from the executive summary of the plan:

“Kildare County Council, in association with community organisations, appointed an urban designer led consultant team to prepare a Health Check / Urban Design Analysis and a Town Renewal Masterplan for Leixlip.

This plan was prepared by Metropolitan Workshop in collaboration with the Strategic Projects and Public Realm Section of Kildare County Council. The key objectives are to deliver a new vision for the town with pedestrian focused public spaces and liveable streets. The aim is to put the pedestrian and cyclist at the heart of the design solution for the towns and to create fully accessible, inclusive and age-friendly public spaces.

The Town Renewal Masterplan includes the following:

- An overview of the urban design analysis, findings and conclusions that inform the Town Renewal Masterplan and an overview on the socio-demographic profile of the town.
- Master plan identifying recommended / proposed changes to the spatial configuration of the town and a number of projects within the study boundary areas for the regeneration of Leixlip.
- A Design Manual that will act as a guide to the Local Authority for implementation including hard and soft landscaping details and a palette of materials for all future paving, furniture, utility installation, lighting, signage, advertising etc. The manual should include design specifications, installation details, use and maintenance / replacement requirements for each project.”

The key projects proposed in the Plan can be summarised as follows:

- **Main Street & Key Spaces:** Public realm improvements to include widening of the public realm at Captain’s Hill and the creations of the new public space at Ralph Square
- **The Wonderful Barn:** Adaptive re-use and restoration of the site as an integrated tourism and amenity destination to be informed by a detailed conservation and management plan
- **Heritage Play Trail:** Reinforcing the existing river walk with upgrades to lighting and ground finishes. Punctuating the route with river terraces, to align with main street connections and to provide views to key buildings and along the river. The extension of the pedestrian connection from William Roantree Park to the Liffey Bridge and the inclusion of a new play trail along the river walk
- **Improved Cycling Infrastructure:** Maintaining existing cycling infrastructure and creating new connections and cycle routes around the town, in particular connecting the Wonderful Barn to Leixlip.

3 Review of European Sites

In this section we identify European sites that could potentially be affected by the plan. The primary consideration is whether the plan is within the boundaries of any European sites, because this could lead to direct effects. This is considered in Section 3.1.

It is also possible that the plan could have indirect effects on European sites outside the Plan Area. This is assessed using the *source-pathway-receptor* model, which considers potential *pathways* (e.g. surface water) between the *source* (the Plan Area) and the *receptor* (a European site). The most common pathway is surface water, which typically occurs when a pollutant is washed into a river and carried downstream into a European site. Other potential pathways are groundwater, air (e.g. airborne dust or sound waves), or land (e.g. flow of liquids, vibration). The zone of effect for hydrological impacts can be several kilometres, but for air and land it is rarely more than one hundred metres. Potential source-pathway-receptor relationships are considered in Section 3.2.

Section 3.3 provides maps and details of the European sites that are discussed in Sections 3.1 and 3.2.

3.1 European sites within the Plan Area (potential direct effects)

Background information

The Rye Water and some associated terrestrial habitats within the Plan Area are inside the boundary of the *Rye Water Valley/Carlton* SAC (Figure 2). The SAC was designated to protect one habitat (petrifying springs with tufa formation) and two species of whorl-snail. All of these features are located within a single wetland complex on the southern side of the Rye Water near Louisa Bridge (refer to Figure 3).

Other than the small wetland complex mentioned above, the SAC covers approx. 7.3 km of the Rye Water between Leixlip and Maynooth. There are a number of other features of ecological interest within the SAC, including the woodland at Carton, a number of rare plant species, and populations of white-clawed crayfish and Atlantic salmon. However, none of these other features are listed as qualifying interests of the SAC (as per the site's Conservation Objectives), so these features are not considered as part of the Appropriate Assessment process.

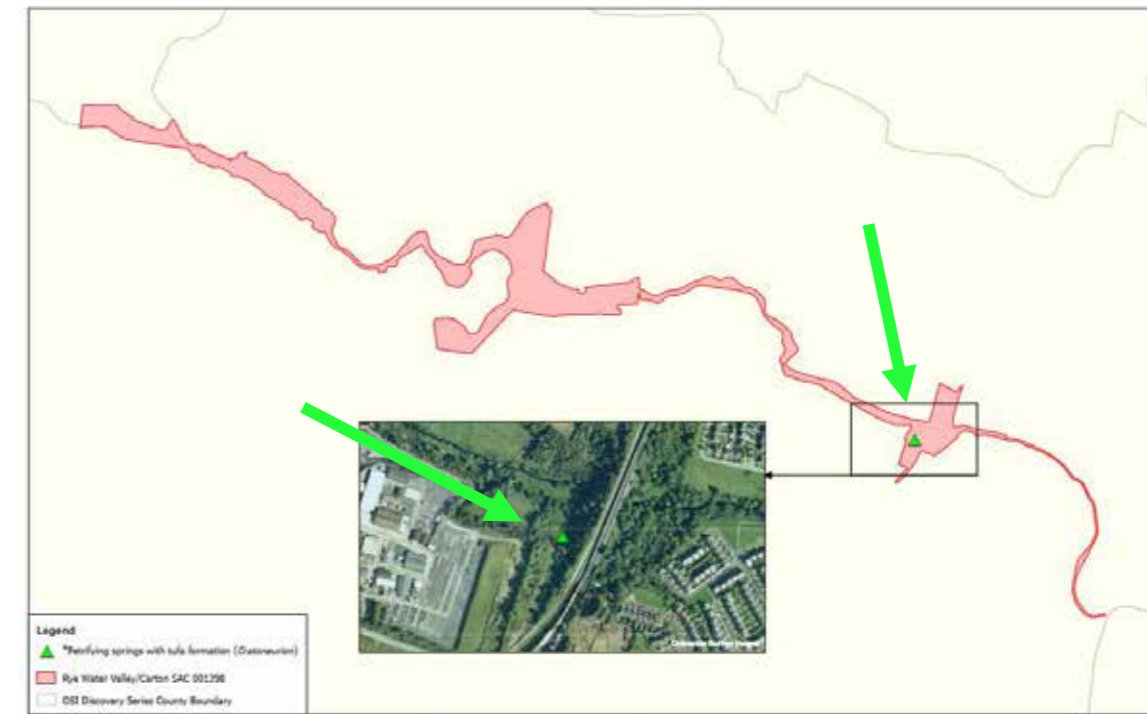


Figure 3. Location of the qualifying interests of the *Rye Water Valley / Carlton* SAC. The green triangle (indicated by arrows) shows the location of the 'petrifying spring with tufa formation' at Louisa bridge. The two species of whorl snail are also found in an associated wetland complex at this location.

Works in the vicinity of the SAC's qualifying interests

As outlined in Section 2.2, the Plan will involve four key projects around Main Street, the Wonderful Barn, the Leixlip Heritage Trail and general cycle improvements around the town. Main street and the Wonderful Barn are located approx. 1.3 km south-east and 1.2 km south (respectively) of the wetland near Louisa Bridge where the qualifying interests of the SAC are located. No other projects will be located in the vicinity of the wetland complex.

Therefore, although the Plan will involve some work within the boundary of the *Rye Water Valley/Carlton* SAC, it will not involve any work in the vicinity of the SAC's qualifying interests, which are highly localised. On this basis, we conclude that there is no risk that the plan could cause any direct likely significant effects on the SAC.

3.2 Pathways to European sites (potential indirect effects)

Surface water

As noted in Section 2.1, the Rye Water and a number of its tributaries are within the Plan Area. Projects undertaken as part of the Plan could potentially generate pollutants (e.g. suspended

sediments, concrete / cement products) that could reach the river and be carried downstream into European sites.

As noted in Section 3.1, the *Rye Water Valley/Carlton* SAC was designated to protect one habitat and two species that occur near Louisa Bridge. A surface water pathway between the Plan Area and SAC's qualifying interests can be ruled out for the following reasons:

- The SAC has been designated to protect freshwater springs and snails which inhabit terrestrial habitats, and are not associated with any watercourses
- The Rye Water flows from west to east through Leixlip. As noted in Section 3.2, the four main projects included in the Plan will be located in the centre of the town, which is downstream of the wetland near Louisa Bridge. The direction of flow of the river would carry pollutants downstream in an easterly direction, i.e. away from Louisa Bridge.

The Rye Water flows downstream into the River Liffey, which then flows north-east and east through Dublin City and reaches the coast approx. 22 km from the Plan Area. There are a number of European sites in Dublin Bay around the mouth of the River Liffey, including the *South Dublin Bay* SAC, *North Dublin Bay* SAC, *South Dublin Bay and River Tolka Estuary* SPA and *North Bull Island* SPA. These sites were designated to protect coastal / intertidal habitats and associated populations of over-wintering birds.

Although there is a distant surface water pathway to these SACs and SPAs, we consider it to be too tenuous to pose any risk of *likely significant effects* on the SAC for the following reasons:

- The plan will involve mainly small-scale projects, including active travel infrastructure and public facilities (e.g. playgrounds) within an existing built-up area
- There are 22 km of intervening watercourse between the Plan Area and coastal waters, which would dilute any waterborne pollutants to negligible concentrations before they could reach the SACs / SPAs in Dublin Bay

In summary, surface water pathways were ruled out for all of the SACs / SPAs mentioned in this section.

Groundwater

Pollutants generated during construction work could soak to ground and enter groundwater. The 'petrifying springs with tufa formation' habitat is a groundwater-dependent habitat, as it is supplied by groundwater coming to the surface. The wetland used by whorl snails is also supplied by the petrifying spring.

As the spring shown in Figure 3 is located on the southern bank of the Rye Water to the west of the canal / railway crossing, it is likely that the spring's groundwater catchment area is to the south and west of this location, i.e. the Veolia facility, Intel campus and Leixlip Sports Centre. The Plan will not involve any work in these areas.

Overall, a pathway by groundwater can be ruled out for the following reasons:

- The plan will involve mainly small-scale projects, including active travel infrastructure and public facilities (e.g. playgrounds) within an existing built-up area
- None of the proposed works will be undertaken in the vicinity of the petrifying spring and associated wetland, or in the spring's likely catchment area

Land

It is possible that waterborne pollutants could flow over land into the Rye Water and thus the SAC. However, as noted above, the qualifying interests of the SAC are highly localised, and the Plan will not require any works in their vicinity, so this pathway can be ruled out.

Air

As noted above, the Plan will not involve any work in close proximity to the SAC's qualifying interests, so this pathway can be ruled out.

Summary

In summary, no feasible pathways were identified to the *Rye Water Valley/Carlton* SAC or any other European sites.

3.3 Details of relevant European sites

A map showing the relative locations of the Plan Area, the *Rye Water Valley/Carlton* SAC and relevant watercourses is provided in Figure 4. Details of all European sites discussed in this section are provided in Table 1.

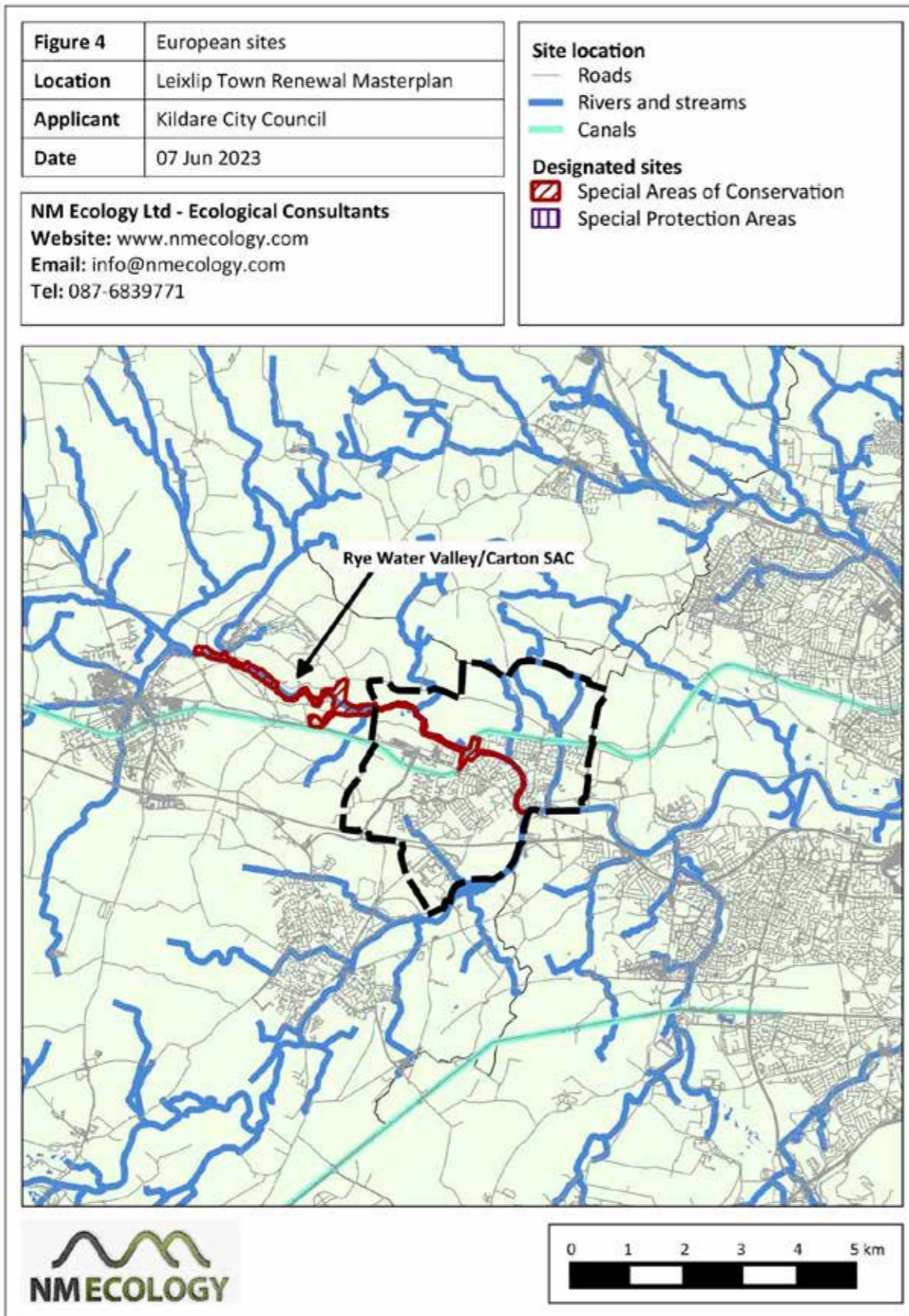


Table 1: Details of European sites

Site Name	Distance	Reasons for designation
Rye Water Valley/Carton SAC (1398)	1.6 km north	Annex I habitats: Petrifying springs with tufa formation Annex II species: narrow-mouthed whorl snail <i>Vertigo angustior</i> , Desmoulin's whorl snail <i>Vertigo moulinsiana</i>
South Dublin Bay and River Tolka Estuary SPA (site code 4024)	25 km downstream	Habitats: tidal / coastal wetlands Special conservation interests: light-bellied brent goose, oystercatcher, ringed plover, grey plover, knot, sanderling, dunlin, bar-tailed godwit, redshank, black-headed gull (over-wintering populations), arctic tern, roseate tern (passage migrants), and common tern (breeding populations)
North Dublin Bay SAC (206)	25 km downstream	Annex I habitats: inter-tidal mudflats / sandflats (including patches of <i>Salicornia</i> and other annuals), <i>Spartina</i> swards, salt marshes, annual vegetation of drift lines, embryonic shifting dunes, white dunes, grey dunes, dune slacks Annex II species: petalwort <i>Petalophyllum ralfsii</i>
North Bull Island SPA (4006)	25 km downstream	Habitats: tidal / coastal wetlands Special conservation interests: light-bellied brent goose, shelduck, teal, pintail, shoveler, oystercatcher, golden plover, knot, sanderling, dunlin, black-tailed godwit, bar-tailed godwit, curlew, redshank, turnstone, black-headed gull (all are over-wintering populations)
South Dublin Bay SAC (210)	25 km downstream	Annex I habitats: inter-tidal mudflats / sandflats Annex II species: none

4 Conclusion of Stage 1: Screening Statement

In Section 3 of the OPR guidance (OPR 2021) it is stated that the first stage of the AA process can have two possible conclusions:

- No likelihood of significant effects:** Appropriate assessment is not required and the planning application can proceed as normal. Documentation of the screening process including conclusions reached and the basis on which decisions were made must be kept on the planning file.

2. **Significant effects cannot be excluded:** Appropriate assessment is required before permission can be granted. A Natura Impact Statement (NIS) will be required in order for the project to proceed.

Having considered the particulars of the plan, we conclude that it meets the first conclusion. Although there is a European site within the Plan Area, its qualifying interests are highly localised and not at risk of direct or indirect effects. There are no feasible pathways linking the Plan Area to any other European sites.

Therefore, with regard to Article 42 (7) of the *European Communities (Birds and Natural Habitats) Regulations 2011*, it can be excluded on the basis of objective scientific information following screening, that the plan or project, individually or in combination with other plans or projects, will not have a significant effect on a European site. Appropriate Assessment is not required.

In accordance with the OPR 2021 guidance, we note that no mitigation measures have been considered when reaching this conclusion.

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Chartered Institute of Ecology and Environmental Management, 2018. *Guidelines for Ecological Impact Assessment in the U.K and Ireland: Terrestrial, Freshwater and Coastal* (2nd Edition). C.I.E.E.M., Hampshire, England.

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D

Appendix D: SEA Screening

SEA Screening Report

Leixlip Town Renewal Masterplan

21 June 2023



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ABBREVIATIONS

AA	Appropriate Assessment
CA	Competent Authority
CDP	County / City Development Plan
CJEU	Court of Justice of the European Union
DAFM	Department of Agriculture, Food and the Marine
DECC	Department of the Environment, Climate and Communications
DHLGH	Department of Housing, Local Government and Heritage ¹
EC	European Commission
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EPA	Environmental Protection Agency
EU	European Union
KCDP	Kildare County Development Plan 2023-2029
LA	Local Authority
LAP	Local Area Plan
LSE	Likely Significant Effects
NIS	Natura Impact Statement
NPWS	National Parks and Wildlife Service
PDA	Planning and Development Act
P/P	Plans and Programmes [should also be read to include the full range of studies, strategies, frameworks, etc.]
RBMP	River Basin Management Plan
RFRA	Regional Flood Risk Appraisal
RSES	Regional Spatial and Economic Strategy
SDZ	Strategic Development Zone
SEA	Strategic Environmental Assessment
S.I.	Statutory Instrument
S-P-R	Source-Pathway-Receptor
WFD	Water Framework Directive
Zol	Zone of Influence

1. INTRODUCTION

1.1 Background

This report has been prepared by MacCabe Durney Barnes on behalf of Kildare County Council, to support it in undertaking a screening determination for Strategic Environmental Assessment (SEA) in respect of a Town Renewal Masterplan for Leixlip.

The purpose of an SEA Screening is to check if the relevant plan or programme (P/P) will require a full SEA. The purpose of an SEA is to ensure that an environmental assessment is carried out at the earliest possible stage before a P/P has been implemented and before the opportunity to influence decisions has passed.

The purpose of this Report is to assess the requirement for a Strategic Environmental Assessment (SEA) of the Masterplan. The Report includes a conclusion on the requirement for an SEA of the proposed Town Renewal Masterplan.

1.2 Legislation and Guidance

The SEA Screening Report has had regard to the following:

- Planning and Development Act 2000 as amended
- Planning and Development Regulations 2001 as amended
- Directive 2001/42/EC of 27 June 2001 as amended
- Strategic Environmental Assessment Guidelines for Regional Assemblies and Planning Authorities, DHLGH 2022
- SEA Screening Good Practice 2021, EPA 2021
- SEA of Local Authority Land-Use Plans - EPA Recommendations and Resources, EPA 2023 (V. 1.19)

1.3 Data Sources

The information is obtained from review of several online databases and public sources including:

- Geological Survey of Ireland (GSI) online dataset - <https://www.gsi.ie>
- EPA - <https://gis.epa.ie/EPAMaps/>
- GeoHive – <http://map.geohive.ie/mapviewer.html>.
- Office of Public Works (OPW) - <http://www.floodinfo.ie/map/floodmaps>

In addition to the above an Appropriate Assessment Screening dated 7th June 2023, prepared by NM Ecology Ltd was used to inform this document.

2. SEA SCREENING METHODOLOGY

2.1 Legislation

This SEA screening assesses the proposed P/P with reference to the relevant SEA legislation including the SEA Directive, and Planning and Development Regulations,

Article 2 of the Directive provides the following definition:

“

“plans and programmes” shall mean plans and programmes, including those co-financed by the European Community, as well as any modifications to the:

“- which are subject to preparation and/or adoption by an authority at national, regional, or local level or which are prepared by an authority for adoption, through a legislative procedure by Parliament or Government, and

- which are required by legislative, regulatory, or administrative provisions;”

Article 3 (2) indicates that an environmental assessment is mandatory for P/Ps:

“

(a) which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism town and country planning or land use and which set the framework for future development consent of projects listed in Annexes I and II to the Directive 85/337/EEC, or

(b) which, in view of the likely effect on sites, have been determined to require an assessment pursuant to Article 6 or 7 of Directive 92/43/EEC.”

In deciding whether a particular plan is likely to have significant environmental effects, regard must be had to the criteria set out in Annex II of the SEA Directive – which is reproduced in Schedule 2A to the Planning and Development Regulations 2001, as inserted by Article 12 of the SEA Planning Regulations (S.I. 436 of 2004, as amended).

The environmental authorities prescribed in the SEA Planning Regulations must be consulted during screening.

The SEA Directive is transposed into Irish law by the following regulations:

- European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations (S.I. 435/2004); and
- Planning and Development (Strategic Environmental Assessment) Regulations (S.I. 436/2004).

The latter relates to specific statutory land use plans including regional development plans, SDZ planning schemes and local area plans. The subject Masterplan is not a statutory land use plan, but does fall within the scope of other plans under S.I. 435/2004. Schedule 1 to S.I. 435/2004 as amended sets out the Criteria for determining whether a Plan or Programme (or Modification thereto) is likely to have significant effects on the environment.

2.2 Guidelines

The SEA Screening Good Practice Guidelines 2021 and the SEA Guidelines for Regional Assemblies and Planning Authorities 2022.

The 2021 Guidelines detail the three-stage process for an SEA Screening as follows:

- 1. Applicability** (including mandatory requirement): To determine the applicability of SEA to the P/P-maker and P/P and/or where relevant to confirm if mandatory SEA is required.
- 2. Screening:** To examine whether a P/P which relates to use of a small area at local level, or a minor modification to a plan or programme listed under the SEA Directive, or a P/P other than those listed under the SEA Directive but which sets the framework for development consent, is likely to have significant effects on the environment.
- 3. Determination:** Where screening of non-mandatory P/P is required, a formal determination on the outcome is required.

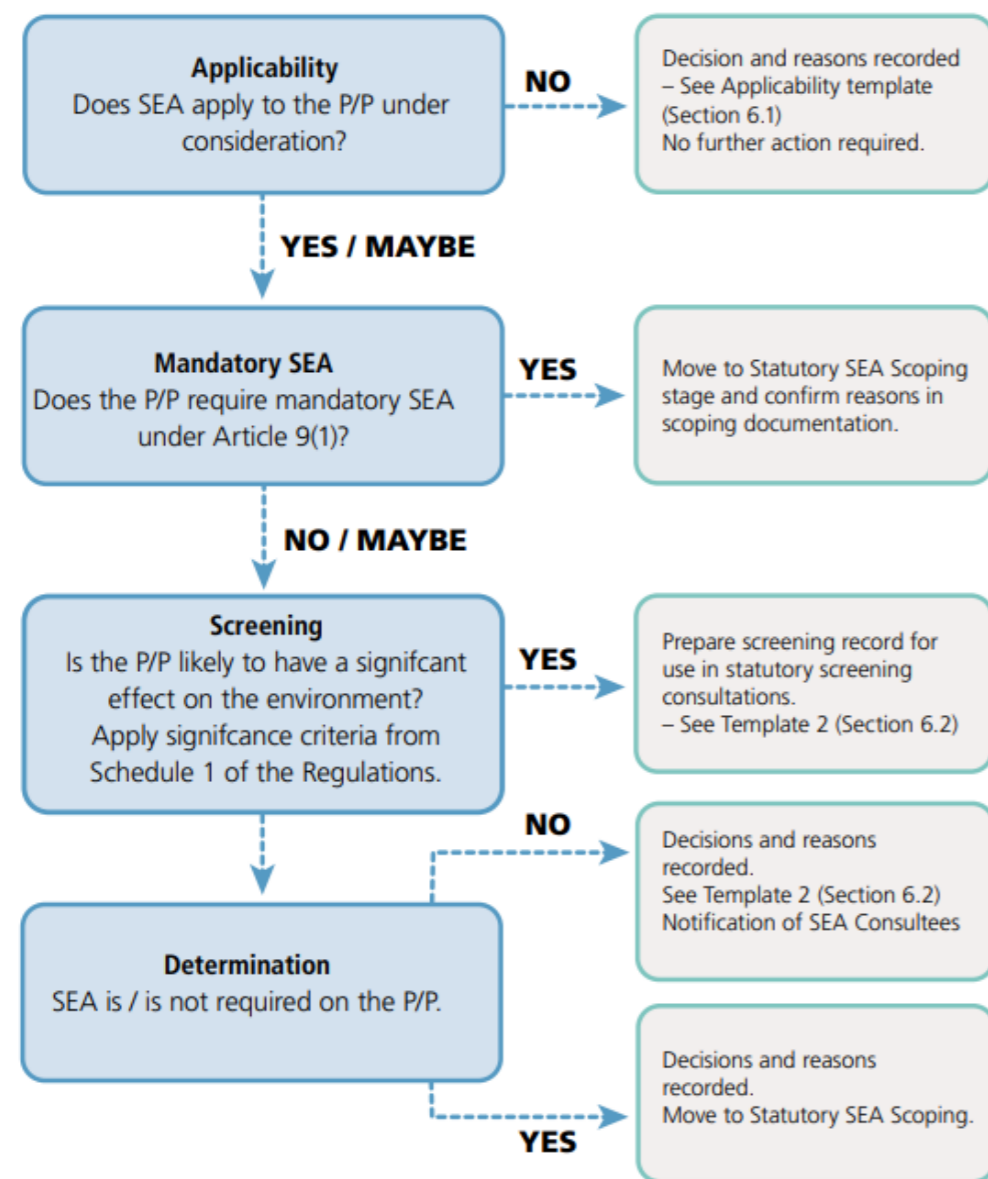


Figure 1 SEA screening process (Source: SEA Screening Good Practice, EPA 2021)

3. PLANNING CONTEXT

3.1 Introduction

The Leixlip Town Renewal Masterplan is a non-statutory plan prepared on behalf of Kildare County Council. The Kildare County Development Plan 2023-2029 (KCDP) came into force in January 2023. The Leixlip Local Area Plan 2020-2023 (LAP) was voted through by the elected members in December 2019. This was extended by a further 3 no. years by the elected members in October 2022. The study area for this Town Renewal Masterplan follows the same boundary as the LAP. Both the LAP and the KCDP both plans have had a full SEA carried out.

3.2 Kildare County Development Plan 2023 – 2029

The KCDP is the statutory plan for Kildare County. The settlement of Leixlip is within the administrative boundary of Kildare County Council.

The Dublin Metropolitan Area Strategic Plan forms part of the settlement strategy for Kildare with four settlements being within the area. Maynooth, Leixlip, Celbridge and Kilcock. These all contain large scale residential and economic development areas that can deliver significant development in a sustainable manner within the metropolitan area.

Leixlip is also one of the 'Self Sustaining Growth Towns'. Self-Sustaining Growth Towns are towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.

Policy UD A3 sets the objective to prepare town renewal masterplans for 19 no. settlements in Kildare, one being Leixlip. The Town Renewal Masterplan for Leixlip will sit underneath the LAP on the planning hierarchy and is delivering the KCDP.

3.3 Kildare County Development Plan 2023 – 2029 SEA Statement

An SEA of the KCDP 2023-2029 was undertaken on behalf of Kildare County Council by Arup on 23 January 2023. This process also resulted in two addendums to the SEA.

The Environmental Report completed in the process evaluated the likely environmental effects of implementing the development framework contained in the Draft KCDP, including its alterations. The final appraisal sets out how environmental considerations were integrated into the adopted KCDP. The Final Appraisal included the following:

- Identification of environmental constraints
- SEA Scoping
- Assessment of alternatives
- Assessment of Plan Provisions
- Proposed Mitigation Measures
- Required environmental monitoring programme
- Consultation

The objectives and Material Amendments made to the KCDP were assessed for their potential to result in significant negative impacts on the environment. Most of the policies objectives and Material Amendments were found to support the strategic environmental objectives and would not result in any significant negative impacts on the environment. Some policies and Material Amendments were found to present such a risk and were subject to full SEA as part of the Environmental Report. The SEA Environmental Report contains adequate mitigation measures to avoid or reduce any potential negative environmental effects.

3.3.1 Leixlip LAP 2020-2023 (extended to 2026)

The Leixlip LAP sets out the development and zoning objectives for the town in line with the objectives of the KCDP.

LAP Policy Objective UCR3 set out a policy to actively encourage public realm improvements in Leixlip Town. As mentioned previously, County Policy Action UD A3 set an Action to develop a Town Renewal masterplan for several towns including Leixlip. This Masterplan will deliver the LAP Objective and the KCDP Action.

Specific objectives of relevance for the Leixlip Town Renewal Master Plan are:

UCR1.5 *“To prepare a Town Renewal Plan for Leixlip, incorporating a Health Check and detailed Urban Design Analysis, and implement its recommendations on a phased basis over the lifetime of the Plan and beyond.”*

EDT3.2: *“To support and facilitate the development of an integrated network of Greenways and Heritage Trails, including blueways/water trails where appropriate, along suitable corridors along the River Liffey, River Rye, Royal Canal and to Castletown/Celbridge.”*

EDT3.10: *“To promote The Wonderful Barn as an integrated tourism and amenity destination with complementary commercial uses (see Section 10 also) to be informed by a detailed conservation and management plan.”*

EDT3.11: *“To support and encourage further appropriate development associated with the Arthur’s Way heritage trail.”*

MO1.5: *“To facilitate the development of new pedestrian/cycle links across the canal and railway that enhance walking and cycling options and connect the new neighbourhood at Confey and the Royal Canal Greenway to existing residential areas, public spaces, Confey Station and facilities within Leixlip.”*

MT1.8: *“To improve access to the town centre from nearby housing estates with the provision of new paths and cycle ways, supporting measures to improve safety at crossing points on Main Street and nearby junctions.”*

NH1.2 To ensure screening for Appropriate Assessment, in accordance with Article 6(3) of the Habitats Directive is carried out in respect of any plan or project, including masterplans.

3.3.1.1 Leixlip LAP SEA

An SEA of the Leixlip LAP 2020-2023 was undertaken on behalf of Kildare County Council by Arup in early 2020. The Environmental Report completed from the process evaluated the likely environmental effects of implementing the extended development framework, including the alterations from the original LAP. The final appraisal sets out how environmental considerations were integrated into the adopted LAP. The Final Appraisal included the following:

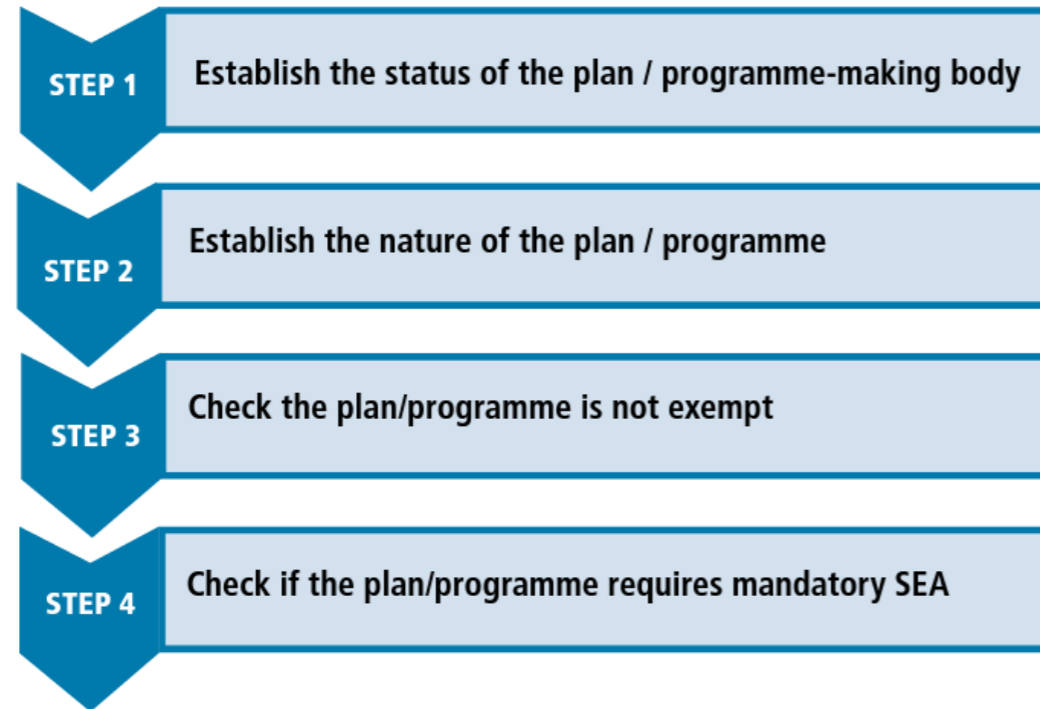
- Identification of environmental constraints
- SEA Scoping
- Assessment of alternatives
- Assessment of Plan Provisions
- Proposed Mitigation Measures
- Required environmental monitoring programme
- Consultation

The objectives and Material Amendments made to the Leixlip LAP were assessed for their potential to result in significant negative impacts on the environment. Most of the policies objectives and Material Amendments were found to support the strategic environmental objectives and would not result in any significant negative impacts on the environment. Some policies and Material Amendments were found to present such a risk and were subject to full SEA as part of the Environmental Report. The SEA Environmental Report contains adequate mitigation measures to avoid or reduce any potential negative environmental effects.

4. SEA APPLICABILITY

4.1 Introduction

The first stage is the Applicability Stage. This is to determine if the P/P falls within the scope of the SEA Directive. This consists of four-steps. These steps will determine whether the SEA Directive applies to the relevant plan, which is the Leixlip Town Renewal Masterplan. This determination is made by establishing the status of the plan making body, Kildare County Council.



The nature of the plan must be established after this. The plan must then be checked if it is exempted from the SEA Directive requirements. The final step of the Applicability stage is to check if the plan requires a mandatory SEA.

4.2 Applicability Stage Assessment

The applicability assessment is detailed in Table 1 below.

Table 1: Stage 1 – Applicability (Adapted EPA Template 1 – Text in blue EPA advise notes)

General Details	
Type and title of P/P:	Leixlip Town Masterplan
Name of P/P Maker:	Kildare County Council
Date:	8 th June 2023
Step 1: Status of P/P Maker	
Is the P/P prepared and/or adopted by an authority at national, regional or local level or prepared by an	Yes

authority for adoption through a legislative procedure by Parliament or Government?	The <i>Leixlip Town Renewal Masterplan</i> has been prepared by Kildare County Council, which is the planning authority for the area. The Plan will not be adopted through any legislative procedure, but may be reflected in the provisions of the reviewed Leixlip Local Area Plan 2020-2023.
Step 2: Status of the Plan / Programme	
Is the P/P required by legislative, regulatory, or administrative provisions?	Yes The <i>Leixlip Town Renewal Masterplan</i> is not required by legislative or regulatory requirements under the Planning and Development Act 2000 (as amended) or the associated Planning and Development. It can be considered that the plan is required to deliver on the administrative functions of Kildare County Council acting as planning authority in the planning and regeneration of certain areas. It is prepared pursuant to UD A3 of the Kildare County Development Plan 2023-2029.
Step 3: Exemptions	
Is the sole purpose of the P/P for national defence, civil emergency or finance / budget?	No The <i>Leixlip Town Renewal Masterplan</i> is not for the sole purpose of any of the exclusion categories.
Step 4 Does the P/P fall under Mandatory provision for SEA	
Is the P/P prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use?	Yes The <i>Leixlip Town Renewal Masterplan</i> can be considered a P/P prepared for town and country planning purposes. Although it is not a statutory plan under the Planning and Development Act, it can be considered a plan for town planning purposes and is covered under S.I. 435/2004.
Does the P/P provide a framework for the development consent for projects listed in the EIA Directive?	Uncertain The <i>Leixlip Town Renewal Masterplan</i> lists a number or public realm projects and upgrade of publicly owned facilities and buildings. It may be the provisions of the plan would form the framework for Part 8 development consents determined by Kildare County Council. However, it is uncertainty

	whether the P/P is setting the framework for future development consent.
Will the P/P require assessment under Article 6 or 7 of the EU Habitats Directive?	No <i>Screening for Appropriate Assessment Leixlip Town Renewal Masterplan (NM Ecology 7th June 2023) concludes that "...it can be excluded on the basis of objective scientific information following screening, that the plan or project, individually or in combination with other plans or projects, will have a significant effect on a European site. Appropriate Assessment is not required."</i>
Conclusion	
Summarise the relevant information informing the assessment and the main reasons the P/P does or does not fall within the scope of the SEA Directive.	There is uncertainty about whether the <i>Leixlip Town Renewal Masterplan</i> will set the framework for future development consent even though not listed as a P/P type and so case-by-case determination will be required. It is recommended to proceed to the Stage 2 Screening.

5. SEA SCREENING

5.1 Introduction

The next stage of the SEA Screening process is the Screening stage. The EPA Guidelines describe this as a case-by-case basis to determine if an SEA is required for a P/P. The guidelines state the output of the screening stage should be a Screening Report.

The Screening Stage consists of four steps. The first step requires an outline of the characteristics of the P/P and the receiving environment including any environmental issues. The second step involves identifying the potential for significant environmental effects. The third step in the screening stage consists of a statutory consultation with Designated Environmental Authorities. The final step of the Screening Stage involves a Draft Determination.

Currently, the SEA Environmental Authorities for the purposes of S.I. 435/2004, as amended are:

- Environmental Protection Agency
- Minister for Agriculture, Food and the Marine
- Minister for Housing, Local Government and Heritage
- Development Applications Unit of the Department of Housing, Local Government and Heritage
- Minister for Environment, Climate and Communications

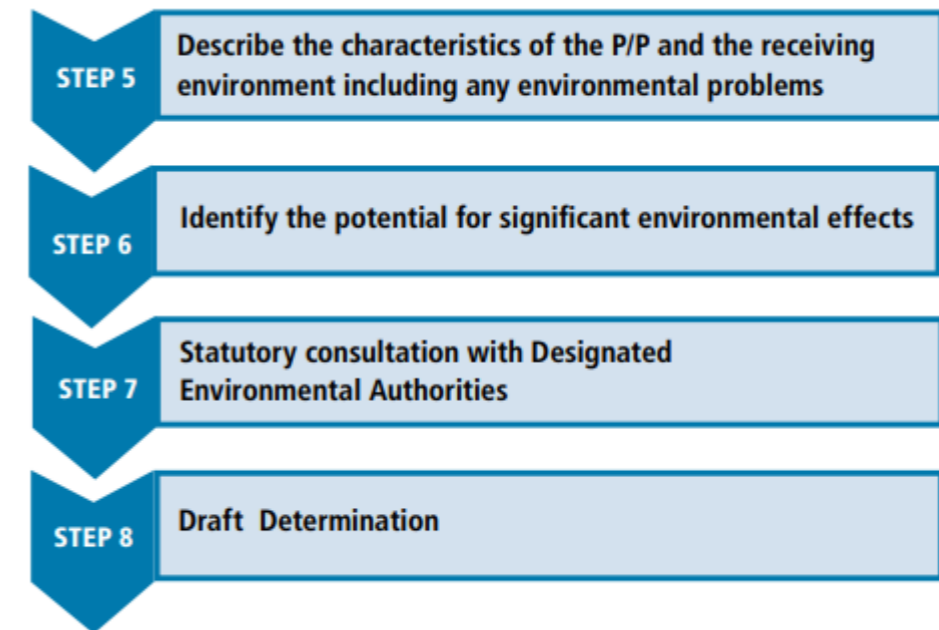


Figure 2 Stage 2 Screening Stage, Steps (Source: EPA, 2021)

The final step in the Stage 2 Screening Stage is the Draft Determination. This step seeks to answer if the draft plan is likely to have significant effects on the environment. This stage uses the Source-Pathway-Receptor (S-P-R) concept to identify significant environmental effects where: the source relates to the origin of the risk, e.g. actions / policies / measures in the P/P; the pathway typically relates to the route of transfer, usually through air, water and soils; and the receptor is the entity that may be impacted, e.g. aquatic organisms in a river, communities in a region etc.

5.2 Screening Stage Assessment

This Screening Requirement for the Leixlip Town Renewal Masterplan has been prepared having regard to the SEA Legislation and Guidelines outlined earlier in this document.

The format of the Screening for Requirement for SEA in Section 5.2 utilises the best practice template recommended in the 2021 EPA Guidelines.

Table 2 The Characteristics of the Plan

Step 5: Key Characteristics of the P/P

Background and Context for P/P

The Leixlip Town Renewal Plan has been prepared pursuant to specific objective UD A3 of the Kildare County Development Plan 2023-2029. It will guide the Council in the upgrade of the public realm on public buildings under its control.

Purpose of P/P

The key objectives are to deliver a new vision for the town with pedestrian focused public spaces and liveable streets. The aim is to put the pedestrian and cyclist at the heart of the design solution for the towns and to create fully accessible, inclusive and age-friendly public spaces. It includes recommended changes to the public realm within the plan area.

Geographical Area Covered by P/P

Leixlip, North Kildare developed at the confluence of the river Liffey and Rye Water and dates back to the 9th century. The town is located on the border of Fingal and South County Dublin situated 15km from Dublin City centre.

The Town is bypassed by the M4 Motorway to the South and can be accessed by the intersection on the motorway at the East and West Ends of the town. The town is served by the Dublin – Sligo railway line, with two railway stations, Louisa bridge to the West of the Town and Confey station to the North of the town. Furthermore, The DART+ Programme will see the DART network grow from its current 50km in length to over 150km. Leixlip lies on the DART+ West line linking Maynooth and M3 Parkway to the City Centre. The DART+ Programme will deliver frequent, modern, electrified services within the Greater Dublin Area (GDA) and will improve connectivity to Regional towns and cities. The town is focused around Main street which runs parallel with the Liffey. Leixlip is located adjacent to South Dublin County Council which is on the southern bank of the Liffey.



Figure 3 Leixlip Town Renewal Masterplan Boundary (Source: Metropolitan Workshop)

The plan area is illustrated in the figure above.

Content of the P/P

The Town Renewal Masterplan includes the following:

- An overview of the urban design analysis, findings and conclusions that inform the Town Renewal Masterplan and an overview on the socio-demographic profile of the town.
- A Master plan identifying recommended / proposed changes to the spatial configuration of the town and number of projects within the study boundary areas for the regeneration of Leixlip.
- A Design Manual that will act as a guide to the Local Authority for implementation including hard and soft landscaping details and a palette of materials for all future paving, furniture, utility installation, lighting, signage, advertising etc. The manual should include design specifications, installation details, use and maintenance / replacement requirements for each project.

- Key projects include:

Main Street & Key Spaces: Public realm improvements to include widening of the public realm at Captain's Hill and the creations of the new public space at Ralph Square.

The Wonderful Barn: Adaptive re-use and restoration of the site as an integrated tourism and amenity destination to be informed by a detailed conservation and management plan

Heritage Play Trail: Reinforcing the existing river walk with upgrades to lighting and ground finishes. Punctuating the route with river terraces, to align with main street connections and to provide views to key buildings and along the river. The extension of the pedestrian connection from William Roantree Park to the Liffey Bridge and the inclusion of a new play trail along the river walk

Improved Cycling Infrastructure: Maintaining existing cycling infrastructure and creating new connections and cycle routes around the town, in particular connecting the Wonderful Barn to Leixlip.

Table 3: The Potential for Significant Effects

Step 6: Potential for Significant Environmental Effects

The characteristic of the Plan having regard, in particular, to:	Assessment
The degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions, or by allocating resources	<p>The objectives and strategy for the Renewal Masterplan is outlined in the Kildare County Development Plan 2023-2029 (KCDP).</p> <p>The Leixlip Town Renewal Masterplan has been prepared in response to a specific objective (UD A3) of the KCDP.</p> <p>The Town Renewal Masterplan is a non-statutory plan. It sets out an indicative framework for the future development of Leixlip Town, providing details and clarity on the development strategy contained in the KCDP and the extended Leixlip Local Area Plan.</p> <p>This Master Plan is consistent with the land use zoning policies, objectives and strategy established in the adopted KCDP and the LAP.</p> <p>The KCDP and the Leixlip LAP were subject to a full SEA.</p>
Will it set out locations, rules, standards or criteria that will guide developments later in the planning hierarchy? This could include guidelines, legislation, plans, masterplans etc	The Leixlip Town Renewal Plan could potentially guide decisions in relation to the Council’s own Part 8 proposals, or through normal planning applications.
The degree to which the plan influences other plans, including those in a hierarchy	The Leixlip Town Renewal Masterplan is a non-statutory document prepared in response to a specific ‘Action’ of the KCDP (UD A3) and a specific objective of the LAP (UCR1.5). The Plan sits at the base of the land use plan making hierarchy and has no influence over plans of greater order. It also fits within the context of the Leixlip Local Area Plan 2020-2023. The Leixlip Town Renewal Masterplan complies with the land use plans of higher order.

The characteristic of the Plan having regard, in particular, to:	Assessment
The relevance of the plan for the integration of environmental considerations, in particular with a view to promoting sustainable development	<p>The development strategy outlined in the Leixlip Town Renewal Masterplan has followed the requirements of the KCDP and included relevant environmental considerations e.g. flood risk and protection of the River Liffey, the Rye Water Valley and the Royal Canal Corridors.</p> <p>The Town Renewal Masterplan sets the framework for the development of the lands consistent with the provisions of the KCDP. It incorporates the principles of the KCDP which support compact, sustainable development.</p> <p>In general, development within the town of Leixlip will comply with the policies and objectives of plans which sit in the upper tiers of the land use plan hierarchy including the KCDP.</p>
Environmental problems relevant to the plan or programme	<p>The receiving baseline environment for the Leixlip Town Renewal Masterplan has been reviewed having regard to the SEA Environmental Report for the Draft Leixlip Local Area Plan 2020-2026. It considers the baseline environment in relation to:</p> <ul style="list-style-type: none"> • Biodiversity; • Population and Human Health; • Land and Soils; • Water; • Air, Noise and Climate; • Archaeological, Architectural and Cultural Heritage; • Landscape and Visual; • Material Assets. <p>Specific environmental sensitives that are of relevance to the Plan</p> <ul style="list-style-type: none"> - Woodland and Scrub Habitats: There are significant areas of woodland particularly along linear corridors such as the Rye Water, The Liffey and St. Catherine’s Park. These riparian corridors are affected by the heritage trail and cycle route proposals. - Watercourses – Rivers, Canals and Associated Habitats: There are a number of habitats associated with the Rye Water, the River Liffey and the Royal Canal pNHA (as well as other small streams in the area such as the Oranstown and Rathleek Streams). - Calcareous Springs: The Calcareous spring habitat within the Louisa Bridge area (part of the Rye Water Valley/Carton SAC) supports a mosaic of habitats and a high biodiversity of flora and fauna species (such as the Annex I Whorl Snails which are also Qualifying Interests for the SAC). The River Rye Water

The characteristic of the Plan having regard, in particular, to:	Assessment
	<p>supports a significant population of Brown Trout and provides spawning habitat for a population of Atlantic salmon. The Liffey and several of its tributaries are exceptional in the area in supporting Atlantic salmon (<i>Salmo salar</i>, listed under Annex II and V of the EU Habitats Directive) and Sea trout (<i>Salmo trutta</i>) in addition to resident Brown trout (<i>Salmo trutta</i>) populations. This highlights the sensitivity of local watercourses and the Liffey catchment in general. Impacts upon designated European Sites are considered in the AA Screening Report prepared for the Plan.</p> <ul style="list-style-type: none"> - Bats: All bat species are protected under Annex IV of the EU Habitats Directive, while the lesser horseshoe bat is listed under Annex II. Member states are required to designate Special Areas of Conservation for all species listed under Annex II in order to protect them. - Geology and soils: The Plan Area is underlain by limestone bedrock, categorised as “Dark limestone & shale” on the GSI website. It provides a locally-important aquifer. Subsoils are limestone till, with alluvium along river corridors. Soils are made ground, fine loam and alluvium. - Architectural Heritage: There are a number of protected structures directly affected by the proposal of the Leixlip Town Renewal Plan including, the Wonderful Barn and Connolly’s Folly - Architectural Conservation Area: An area in the historic core of Leixlip has been designated as an Architectural Conservation Area (ACA) in the Kildare County Development Plan 2017 - 2023. - Hydrology and Flood Risk: There is a recognised history of flooding in Leixlip and in 2000 and 2002 flood events were recorded on Main Street, although flood alleviation works have been put in place. A Strategic Flood Risk Assessment (SFRA) has been carried out for the LAP. The proposed scheme for Leixlip contained within the OPW Flood Risk Management Plan although for sites in close proximity to the River Liffey there may still be a residual risk from their proximity to the Liffey. Based on water quality, ecology and morphology the EPA has determined that the Rye Water which flows through the study area is of ‘poor’ status. It was also classed as “at risk” of not

The characteristic of the Plan having regard, in particular, to:	Assessment
	<p>achieving “good status” by 2015 under the Water Framework Directive (WFD) risk score system in 2010-2015.</p> <ul style="list-style-type: none"> - Hydrogeology: The area is underlain by a bedrock aquifer which is classified by the GSI as a ‘Locally Important Aquifer.’ This represents bedrock which is ‘Moderately Productive only in Local Zones.’ The Ground Waterbody WFD Status 2010-2015 identified groundwater quality in the plan area as being of ‘good status’ and groundwater vulnerability is generally classed as being of ‘high’ vulnerability.
<p>The relevance of the plan for the implementation of European Union legislation on the environment (e.g. plans linked to waste management or water protection)</p>	<p>The Leixlip Town Renewal Masterplan will not have a material impact upon the implementation of The Eastern River Basin District River Basin Management Plan or the Eastern-Midlands Region Waste Management Plan 2015-2021.</p> <p>The Leixlip Town Renewal Masterplan sets out the development framework for the renewal of Leixlip Town consistent with the land use zoning and development strategy set out in the KCDP. This Plan therefore will comply with the European Union legislation on the environment already contained within the higher order land use plans including the KCDP and the Leixlip LAP.</p>
Characteristics of the effects and of the area likely to be affected	Assessment
<p>The probability, duration, frequency and reversibility of the effects</p>	<p>The effects of implementing the Town Renewal Masterplan proposals will be permanent. The effects will be typical of other such development for the approved uses and likely to be short -medium term duration, recurring with each phase of development. The effects are not likely to be significant or adverse. As there are no changes in the land uses / development strategy outlined in the KCDP or the Leixlip LAP, the effects on the environment of implementing the proposed changes to the spatial configuration of the town is consistent with the effects considered in the SEA completed for the KCDP and the SEA completed for the Leixlip LAP.</p>
<p>The cumulative nature of the effects</p>	<p>The implementation of the proposals within the Leixlip Town Renewal Masterplan will have cumulative effects with other proposals and policies contained in the Leixlip LAP. These have been assessed as part of the SEA for the LAP, as the subject Masterplan was an objective in that Plan.</p>

Characteristics of the effects and of the area likely to be affected	Assessment
	<p>In addition to the Town Renewal Masterplan, the KCDP has identified 2 no. additional Master Plan areas in Leixlip. Lands for a new neighbourhood at Confey, and Strategic Employment lands at Collinstown. Both lands are within the study area for this Town Renewal Masterplan. These lands will be subject to the drafting of separate masterplans.</p> <p>The cumulative nature of the effects of designating the Master Plans lands, in addition to the effects of the Town Renewal Masterplan for Leixlip has been considered in the making of the KCDP and the LAP.</p> <p>The proposed Town Renewal Masterplan is not varying any of the parameters previously assessed and therefore there will be no change to the cumulative effects previously considered and accepted in the KCDP SEA and the LAP SEA.</p>
The trans-boundary nature of the effects	The implementation of this Plan will have no transboundary effects, at national, regional or local inter county level.
The risks to human health or the environment (e.g. due to accidents)	<p>The Town Renewal Masterplan is a non-statutory plan which sets the framework for the development of the lands in accordance with the provisions of the KCDP.</p> <p>Compliance with standard planning and development provisions (e.g. planning conditions, building regulations, health and safety provisions) will mitigate against possible risks to human health or the environment. There are no significant or adverse effects identified due to accidents or otherwise as a result of implementing this Town Renewal Masterplan.</p>
The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	<p>The Leixlip Town Renewal Masterplan lands will provide for the enhancement of the public realm on the Main Street. This will involve a number of projects for the streets and public spaces within the town. Hard and soft landscaping details, street furniture, signage, lighting etc.</p> <p>In addition the Masterplan includes for the provision of a heritage trail along waterways, the enhancement of the Wonderful Barn and the creation of a Parkland. This will support residential, commercial and enterprise uses etc. in accordance with the zoning objectives and development strategy outlined in the KCDP. Leixlip Town is identified as one of the four Self-Sustaining Growth Towns in the County.</p> <p>Significant residential development and population growth is planned for the lands at Confey in close proximity to the railway line. According to the Leixlip LAP, the capacity of the Confey lands is c. 1,765 units. These lands will be subject to a separate masterplan. Future</p>

Characteristics of the effects and of the area likely to be affected	Assessment
	<p>development of Leixlip will adhere to the development management standards contained in the KCDP and the LAP.</p> <p>The Town Renewal Masterplan lands are generally existing urban and developed lands. The Leixlip LAP states an estimated capacity for infill units of 297 units, with a further 200 units permitted and under construction at the time of publishing the LAP. This Town Renewal Masterplan for Leixlip will encourage and support the development of infill sites.</p> <p>The Census 2016 data record a population of 15,504 persons in Leixlip according to the KCDP Core Strategy Table. The KCDP notes that the population of Leixlip is projected to grow by 2,565 people from 2023-2028. This projected increase includes new residential development.</p>
<p>The value and vulnerability of the area likely to be affected due to the following</p> <ul style="list-style-type: none"> ➤ special natural characteristics or cultural heritage 	<p>The lands within the Town Renewal Masterplan boundary are zoned in the KCDP for a mix of uses. They generally comprise of existing uses and development. The town has undeveloped agricultural lands to the periphery of the town boundary.</p> <p>Undeveloped lands along the Royal Canal, the Rye Water and the River Liffey have been designated as open space to preserve their special natural characteristics. There are no proposals in this Town Renewal Masterplan which vary the above provisions of the KCDP or the Leixlip LAP, which have previously been subjected to SEA.</p> <p>The KCDP requires archaeological assessments, testing etc. to be completed, where relevant, and there are no proposals in this Town Renewal Masterplan to alter this requirement.</p> <p>The upgrade and renovation of the Wonderful Barn will have a positive moderate effect.</p>
<ul style="list-style-type: none"> ➤ exceeded environmental quality standards or limit values 	Due to the nature of the development proposed in the Town Renewal Masterplan, it is not foreseen that there will be any development of a nature which would exceed environmental quality standards or limit values.
<ul style="list-style-type: none"> ➤ intensive land-use 	<p>A density of 35-50 units per hectare (target) is proposed for the town of Leixlip. The extent of development proposed in the Town Renewal Masterplan are within the intensities provided for in the KCDP and the Leixlip LAP. There would be a moderate increase in use of natural environment, through the use of the heritage trails proposed.</p> <p>The KCDP and the LAP have been subjected to their own SEA and there are no changes proposed in this Master Plan which would impact on its outcome.</p>

Characteristics of the effects and of the area likely to be affected	Assessment
<p>➤ The effects on areas or landscapes which have a recognised national, European Union or international protection status</p>	<p>It is also possible that the plan could have indirect effects on European sites outside the Plan Area. This is assessed using the <i>source-pathway-receptor</i> model.</p> <p>The Rye Water Valley/Carton SAC (Code: 001398) flows through the centre of Leixlip town. The Rye Water flows downstream into the River Liffey, which then flows north-east and east through Dublin City and reaches the coast approx. 22 km from the Plan Area. There are a number of European sites in Dublin Bay around the mouth of the River Liffey, including the South Dublin Bay SAC, North Dublin Bay SAC, South Dublin Bay and River Tolka Estuary SPA and North Bull Island SPA. The AA Screening Report (NM Ecology Ltd) considers groundwater, land and air pathways to the receptors, particularly the Rye Water Valley/Carton SAC. The AA Screening Report does not consider that small scale projects will impact upon these designations.</p> <p>A landscape character assessment (LCA), which considers natural features, historical, cultural and religious features was undertaken as part of the KCDP. The area of the Masterplan is identified as Northern Lowlands. The sensitivity of the Northern Lowlands is deemed to be of 'Low-Sensitivity' and is defined as an area 'with the capacity to generally accommodate a wide range of uses without significant adverse effects on the appearance or character of the area.'</p>

Table 4: Statutory Consultations

Step 7: Statutory Consultation
<p>Currently, the SEA Environmental Authorities for the purposes of S.I. 435/2004, as amended are:</p> <ul style="list-style-type: none"> ➤ Environmental Protection Agency ➤ Minister for Agriculture, Food and the Marine ➤ Minister for Housing, Local Government and Heritage ➤ Development Applications Unit of the Department of Housing, Local Government and Heritage ➤ Minister for Environment, Climate and Communications <p>These should be consulted for the purposes of this SEA Screening. In addition, South Dublin Council should also be consulted as an adjoining local authority.</p>

6. SUMMARY AND CONCLUSIONS

Following assessment of the criteria on Schedule 1 to S.I. 435/2004 as amended and having regard to the nature of the Leixlip Town Renewal Masterplan and the potential for likely significant environmental effects from implementation of the Masterplan, it is concluded that the plan will not give rise to likely significant effects on the environment.

The principal reasons why the Leixlip Town Renewal Masterplan does not require an SEA are as follows:

- the Leixlip Town Renewal Master Plan is a non-statutory plan for the enhancement of the public realm, the provision of heritage trails, the upgrading of the cycle network, improvement of amenities and the enhancement of architectural heritage including the Wonderful Barn. All of the projects are of modest scale;
- the environmental policies and objectives of the Kildare County Development Plan 2023 – 2029 and the Leixlip LAP will apply to future development of Leixlip Town, which have been the subject of full SEA;
- an Appropriate Assessment of the Masterplan is not required;
- the Leixlip Town Renewal Masterplan does not satisfy the conditions for mandatory SEA under S.I. 435/2004, as amended; and
- with reference to Article 9(2), 9(3) or 9(4) of S.I. 435/2004, as amended, the P/P has not been shown to have significant effects on the environment with reference to the criteria laid out in Schedule 1 and therefore SEA is not required.

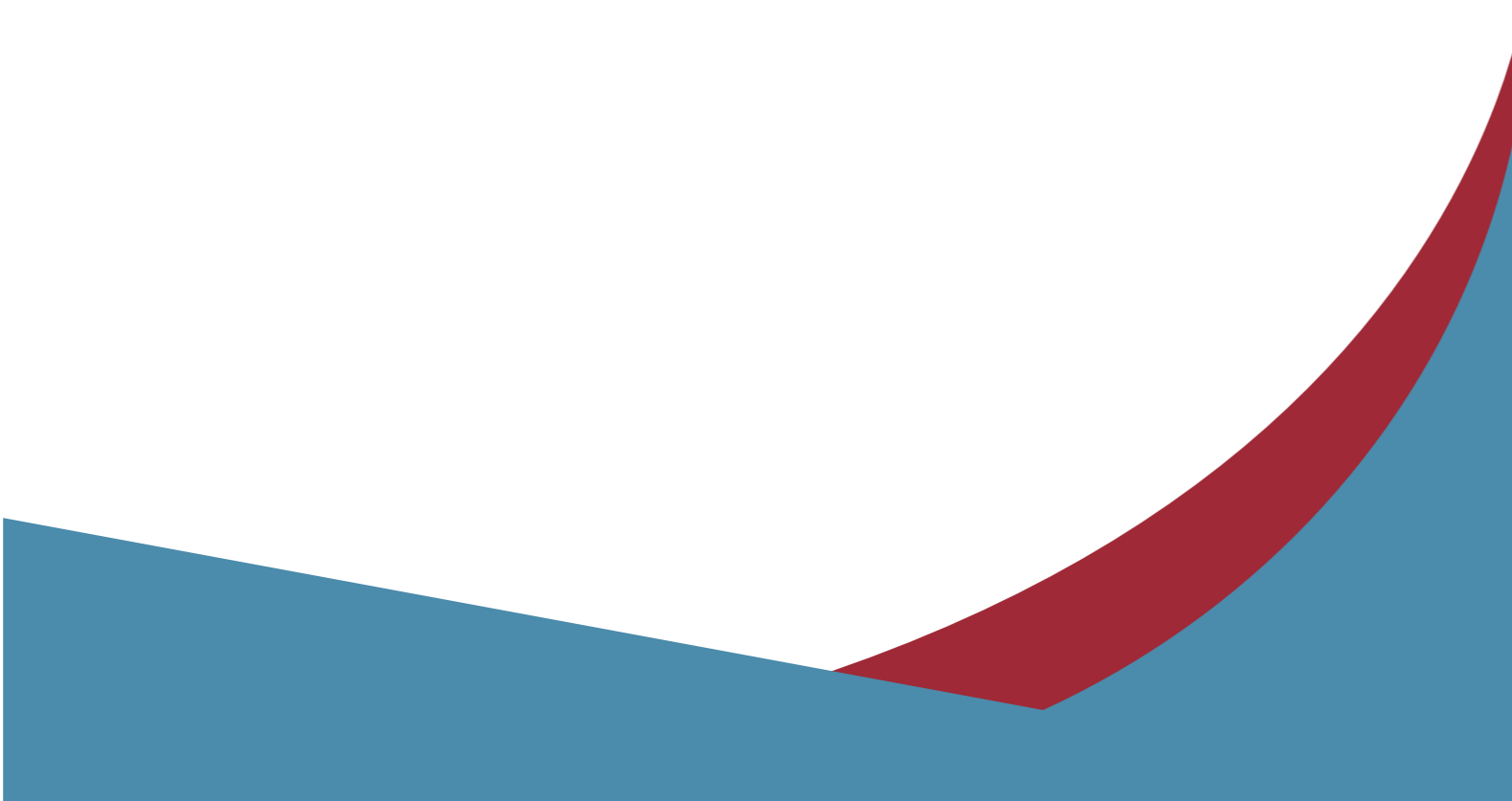


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