



**KILDARE COUNTY COUNCIL  
LEIXLIP LOCAL  
AREA PLAN 2020-2023**

**Extended to  
30th March 2026**

**PLEAN CHEANTAIR ÁITIÚIL LÉIM  
AN BHRADÁIN**

## Adopted

The Leixlip Local Area Plan 2020 - 2023 was adopted by the Elected Members of Kildare County Council on 16th December 2019 and came into effect on 5th February 2020.

## Extended

Pursuant to Section 19(1)(f) of the Planning & Development Act, 2000 (as amended) Kildare County Council at its meeting held on Monday, 24<sup>th</sup> October 2022 made the following resolution to extend the life of the Leixlip Local Area Plan 2020-2023:

‘To extend the life of the Leixlip Local Area Plan 2020-2023 by a further 3 years (i.e. up to 30<sup>th</sup> March 2026), in accordance with the provisions of Section 19 of the Planning and Development Act, 2000 (as amended), and defer the sending of a notice under Section 20(3)(a)(i) and publishing a notice under Section 20(3)(ii) of the Act for that 3 years. The extension of the Local Area Plan is sought in order to provide certainty and opportunity to realise the strategic objectives of the Leixlip Local Area Plan 2020-2023, which are in accordance with the proper planning and sustainable development of the area’.

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## 1. Introduction

The Leixlip Local Area Plan 2020 – 2023 (LAP) has been prepared in accordance with the requirements and provisions of the Planning and Development Act 2000, as amended (the ‘Act’), in particular Sections 18-20 of the Act. A Local Area Plan is required to be prepared in respect of an area that is designated as a town in the most recent census; has a population in excess of 5,000 or; is situated in the functional area of the planning authority. The 2016 Census of Population indicated that the settlement of Leixlip had a total population of 15,504 persons. A LAP is therefore mandatory for Leixlip.

The LAP sets out an overall strategy for the proper planning and sustainable development of Leixlip in the context of the *Kildare County Development Plan 2017-2023*, the contents of the Ministerial Direction issued in regard to the *Leixlip Local Area Plan 2017-2023* and the *Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031*. It is also informed by Ministerial Guidelines issued pursuant to Section 28 of the Act together with EU requirements regarding Strategic Environmental Assessment (SEA), Appropriate Assessment (AA), and Strategic Flood Risk Assessment (SFRA). The LAP has also been informed by a Sustainable Planning and Infrastructure Assessment (SPIA), a Social Infrastructure Assessment (SIA) and a Strategic Transport Assessment (STA).

### 1.1 Composition of the Plan

This Plan comprises a written statement with accompanying maps, an Urban Design Framework (UDF) for lands at Confey and a set of Design Guidance and Principles for employment lands at Collinstown. The written statement shall take precedence over the maps should any discrepancy arise between them. In the full interpretation of all objectives for Leixlip, it is essential that both the County Development Plan (CDP) and the Local Area Plan (LAP) are read in tandem. Where conflicting objectives arise between the CDP and the LAP, the objectives of the CDP shall take precedence. It should be noted that the general development management standards applicable to the plan area are included in Chapter 17 of the current CDP. This Local Area Plan therefore provides policies and objectives that are specific to the future development of Leixlip, Confey and Collinstown.

### 1.2 Strategic Environmental Assessment

The Strategic Environmental Assessment (SEA) process is the formal systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt the plan or programme. It informs the plan-making process of the likely environmental impacts of alternative actions and contributes to the integration of environmental considerations into the plan-making process. SEA is mandatory for plans for areas with a population of 5,000 or more; therefore, SEA is required for the Leixlip LAP.

The findings of the SEA are set out in the Environmental Report, which, while constituting part of the Plan documentation, is presented as a separate document. The Environmental Report provides a clear understanding of the likely environmental consequences of decisions regarding the location of development in the Plan area. The mitigation measures needed to offset the potential adverse effects of the Plan and future monitoring proposals have been transposed from the Environmental Report into the Plan.

### 1.3 Habitats Directive Assessment

The requirements for Habitats Directive Assessment of plans or projects, is outlined in Article 6(3) and (4) of the European Communities (1992) Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora ('Habitats Directive'). In any case where, following screening for Appropriate Assessment (AA), it is found that any plan or project is likely to have a significant impact on areas designated as Natura 2000 sites, a full Appropriate Assessment must be carried out.

The Leixlip LAP was screened for AA during its preparation at draft stage. This screening concluded that likely significant effects of the LAP on the integrity of the Rye Water Valley / Carton Special Area of Conservation, (Site Code: 001398) could not be ruled out, and therefore full Appropriate Assessment would be required. The mitigation measures identified in the Stage 2 Appropriate Assessment (i.e. Natura Impact Report (NIR)) have been incorporated into the Plan. The NIR has been published as a separate document alongside this plan.

### 1.4 Relationship with Other Plans and Guidelines

The Plan has been prepared having regard to National, Regional and local policy documents, in addition to Ministerial Guidelines issued under Section 28 of the Planning and Development Acts 2000 (as amended).

### 1.5 Approach in Formulating this Plan

The Leixlip Local Area Plan 2017-2023 was adopted by the members of Kildare County Council at their meeting on 20th November 2017. A Ministerial Direction subsequently issued to Kildare County Council under Section 31 of the Planning and Development Act 2000 (as amended) on 6<sup>th</sup> March 2018 which required a revised LAP to be prepared for Leixlip which would ensure that additional lands were zoned for housing in compliance with the Core Strategy of the Kildare County Development Plan 2017-2023 (the CDP).

The Ministerial Direction specifically required the preparation of the revised LAP and that this plan should be consistent with the following principles:

- i. "Adoption of a sequential approach to additional residential land use zoning objectives which shall prioritise development of lands adjacent to the town core and public transport, especially rail routes and access nodes such as rail stations over locations peripheral to the town at the edge of the settlement;*
- ii. The integration of transport and land use planning with significant new housing development to be focused at locations proximate to high quality public transport, especially rail access, that is easily accessible to existing local infrastructure such as schools, and local services such as neighbourhood centres, in the interest of a sustainable pattern of urban development;*
- iii. Protection of the integrity of strategic employment lands for long term employment and economic development related activities in accordance with national, regional and county economic policy objectives; and*



*iv. The phasing of new development in tandem with the delivery of required infrastructure that should be determined through a detailed infrastructural assessment and masterplanning process for significant new housing development areas”.*

In order to fully comply with the Ministerial Direction and to develop a long term planning strategy for Leixlip town and its environs, the following planning and design documents were prepared to inform the Plan:

### **1. Strategic Transport Assessment (STA)**

The STA of Leixlip examined the existing and proposed transport infrastructure and service provision across all modes of transport including sustainable means such as active modes (walking and cycling) in Leixlip. The assessment leads to an understanding of the existing constraints and modal share and also models future scenarios to ensure the optimal transportation interventions can be planned and provided for to meet future demand to drive a sustainable modal shift.

### **2. Social Infrastructure Audit (SIA)**

The SIA examined the current context with respect to social infrastructure provision in Leixlip. This involved identifying the future requirements of the town and making recommendations on priority areas for investment within the plan area. The audit identified relevant social infrastructure that will contribute to quality of life, forming a key part of the fabric of an area, not just in terms of well-being, but also in terms of sense of place and local identity.

### **3. Sustainable Planning and Infrastructural Assessment (SPIA)**

A Sustainable Planning and Infrastructural Assessment (SPIA) was carried out to inform the appropriate zoning of land. In accordance with Appendix 3 of the National Planning Framework, the Sustainable Planning and Infrastructure Assessment comprises both quantitative and qualitative research analysis of existing and proposed infrastructure and accompanies the LAP.

### **4. Urban Design Framework (UDF)**

The Urban Design Framework (UDF) provides a preliminary design guide for the future development of lands at Confey, north of Leixlip. The UDF has been informed by background research and baseline analysis, which has highlighted opportunities for future development while also identifying possible constraints and issues. The UDF includes a phasing/sequencing programme for the overall development of the lands to enable orderly development and ensure adequate infrastructure is provided alongside new development.

### **5. Strategic Environmental Assessment (SEA)**

SEA is the process by which environmental considerations are required to be fully integrated into the preparation of plans and programmes prior to their final adoption. The objectives of SEA are to provide for a high level of protection of the environment and to promote sustainable development.

### **6. Habitats Directive Assessment (HDA)**

The HDA, also known as Appropriate Assessment (AA), is a requirement under the Habitats Directive 92/43/EEC. This Directive indicates the need for plans and projects to be subject to Habitats Directive Assessment if the plan or project is not directly connected with or necessary to the

management of a Natura 2000 site but is likely to have significant effects either individually or in combination with other plans or projects on Natura 2000 sites.

#### ***7. Strategic Flood Risk Assessment (SFRA)***

A SFRA was carried out to support the preparation of the LAP. The SFRA is required to be prepared in accordance with the requirements of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014).

## 2. Leixlip in Context

### 2.1 Historical Development

Leixlip was established near the confluence of the rivers Liffey and Rye by the Vikings in the 9<sup>th</sup> Century. Both rivers have played a significant role in the development of Leixlip and were key influencers in the growth 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. The 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.

Until the 1960's 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 1980's good quality 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<sup>1</sup> people at this location. The Liffey Business Campus (the former HP lands) to the south of the town extends across c. 79ha and comprises of nine buildings with a total floor area of approximately 448,000m<sup>2</sup>. 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. 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. This plan aims to address such constraints in a manner which facilitates further development, in accordance with the provisions of the Kildare County Development Plan Core Strategy 2017-2023, in a sustainable manner.

<sup>1</sup> Inside Intel - [www.intel.ie/content/www/ie/en/company-overview/intel-leixlip.html](http://www.intel.ie/content/www/ie/en/company-overview/intel-leixlip.html)

## 2.2 Spatial Planning Context

The National Planning Framework (NPF) together with the National Development Plan (2018-2027) was published in 2018 under Project Ireland 2040. Project Ireland 2040 is the Government's overarching long term policy initiative to make Ireland a better country for all of its citizens. The NPF confirms the position of Leixlip within the Dublin Metropolitan Area, and places specific emphasis on the regeneration and rejuvenation of towns through the promotion of compact growth and the consolidation of future development within and close to the existing footprint of built-up areas. The NPF states that this will be achieved through infill and brownfield development rather than an over-reliance on greenfield, edge-of-town development.

The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region 2019-2031 sets out a framework to direct future growth of the Eastern and Midland Region over the medium to long term and implement the strategic planning framework set out in the NPF. The RSES includes a strategic plan, the Metropolitan Area Strategic Plan (MASP) for the Dublin Metropolitan Area (DMA) – in which Leixlip is located. The MASP identifies a number of strategic development areas including Leixlip/Confey in recognition of the area's location and proximity to the Dublin - Maynooth railway line.

The RSES sets out the settlement hierarchy for the DMA and the population and housing targets for each County. The Core Strategy of the County Development Plan is required to be consistent with the RSES and to set out a settlement hierarchy for County Kildare along with population and housing targets for all towns, villages and the open countryside. Local Area Plans are required to be consistent with the Core Strategy of the County Development Plan. Similarly, Section (10)(1a) of the Planning and Development 2000 (as amended) states that a Local Area Plan shall include a core strategy which shows that the development objectives in the development plan are consistent, as far as practicable, with national and regional development objectives set out in the National Planning Framework and the Regional Spatial and Economic Strategy. This LAP is therefore required to be consistent with the Core Strategy of the Kildare County Development Plan 2017-2023.

The LAP is underpinned by a vision statement as set out in **Section 3** (refer to Section 3.1), which is intended to guide the future growth of Leixlip in a sustainable manner and in a way that reflects its status and location within the Dublin Metropolitan Area (DMA).

The RSES recognises that Leixlip, through its identification within a 'Strategic Development Corridor', will play a contributory role in supporting future residential and employment services for the DMA. Leixlip's position within the DMA is reflected within the Kildare County Development Plan 2017-2023 where a growth target of 3,315 units, 10.2% of the County's growth is set out for the Leixlip area.

### 2.3 Consistency with the Hierarchy of Plans

Section 11 (5) of the Planning and Development Act, 2000 (as amended) requires that the Kildare County Development Plan 2017-2023 is reviewed following the adoption of the Regional Spatial and Economic Strategy (RSES) for the Midlands and Eastern Region for the purpose of enabling the incorporation of the National Planning Framework (NPF) and RSES into the Development Plan. The RSES was made on 28th June 2019 and the process of incorporating it and the NPF into the Kildare County Development Plan 2017-2023 will begin in early 2020. Once the revisions to the County Development Plan are adopted, the Council will be required to review all local area plans to ensure their consistency with the County Development Plan as varied.

#### Objective

**PC1.1** It is an objective of the Council to ensure that the Leixlip Local Area Plan 2020-2023 is consistent with the hierarchy of statutory plans and to review (where appropriate) the Local Area Plan to ensure consistency with the Kildare County Development Plan 2017-2023 (or any variation thereof) following the incorporation of the National Planning Framework and Regional Spatial & Economic Strategy for the Midlands & Eastern Region into same.



Figure 2-2 Hierarchy of Spatial Planning Policy

## 3. Vision for Leixlip

### 3.1 Strategic Vision

This Local Area Plan (LAP) is underpinned by a strategic vision which is intended to guide the future growth of Leixlip in a sustainable manner, in a way that reflects the existing character and amenities of the area, the surrounding landscape, heritage and environment and improves the quality of life for the existing and future community.

The strategic vision is based on the role of Leixlip within the Metropolitan Area Strategic Plan (MASP) as set out in the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region and the settlement strategy of the Kildare County Development Plan 2017-2023.

The vision for the LAP will ensure that growth planned for the town over the Plan period and beyond occurs in a sustainable and sequential manner, while prioritising a low carbon, compact, consolidated and connected pattern of development.

#### **Vision**

*To develop Leixlip as a dynamic town in which to live, work and carry out business, supporting a living and working population in a sustainable and compact manner and to protect and maximise opportunities presented by the unique natural and built environment of the town.*

### 3.2 Delivering the Strategic Vision

This vision is supported and consistent with the policies and provisions of:

- (i) The National Planning Framework and Regional Spatial and Economic Strategy, given its:
  - Strategic location within the identified Metropolitan Area;
  - Proximity to Louisa Bridge and Confey railway stations and the planned upgrade of the railway line forming part of the proposed DART expansion programme;
  - Ability to promote sustainable transport modes and connections both within the existing urban footprint, new neighbourhood, and the wider area of north Kildare;
  - Potential to deliver a long term strategy for the future phased growth of the town with the ability to cater for residential and employment growth; and
  - Ability to stimulate place based change in a phased manner commensurate with the enhancement of existing and provision of new community, education, sports and recreational facilities, maximising existing amenities such as the River Liffey, the Royal Canal and Greenway, Leixlip Spa, Leixlip Castle and St. Catherine's Park.
- (ii) The Kildare County Development Plan 2017-2023 where Leixlip is designated as a Large Growth Town capable of accommodating significant new residential and employment growth and forming a key component in the development of the north Kildare digital economy.

The Local Area Plan and overall vision are also underpinned by a number of interlinked strategic objectives:

### Strategic Objectives

It shall be the objective of the Plan:

- S1** To accommodate housing growth in Leixlip in accordance with the Kildare County Development Plan Core Strategy and any review, replacement or variation thereof.
- S2** To protect and enhance, including through appropriate regeneration the quality, ambience and vitality of the traditional heart of Leixlip Town Centre in order to create a pleasant and attractive environment for local shopping, business, tourism, recreation and living needs alongside the enhancement and expansion of the neighbourhood centre offering, in a manner capable of accommodating the projected future population.
- S3** To promote, support and enable sustainable economic development and employment generation in Leixlip consistent with its role in the hierarchy of employment set out in the Kildare County Development Plan 2017-2023 and optimising its strategic location along a key public transport corridor as identified in the Metropolitan Area Strategic Plan.
- S4** To deliver new residential development within Leixlip to support existing community infrastructure, recreation and amenity facilities and provide new facilities in tandem with opportunities for significant new housing.
- S5** To promote and facilitate a sustainable transport system for Leixlip that prioritises walking, cycling and public transport and provides an appropriate level of road infrastructure, road capacity and traffic management to support future development.
- S6** To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure.
- S7** To protect, conserve and manage the unique built heritage of the town and to encourage sensitive sustainable development so as to ensure its survival and maintenance for future generations.
- S8** To protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use.
- S9** To ensure that best practice urban design principles are applied to all new development, based on the principle that well planned and integrated development enhances the sustainability, attractiveness and quality of an area.
- S10** To phase new development to ensure that it occurs in an orderly and efficient manner in accordance with proper planning and sustainable development.

## 4. Core Strategy

**To accommodate 10.2% of Kildare’s target housing growth in Leixlip in accordance with the Kildare County Development Plan Core Strategy.**

### 4.1 Function, Population and Scale of Leixlip

Leixlip is located within the DMA for which a Metropolitan Area Strategic Plan (MASP) has been prepared and which forms part of the RSES. The MASP seeks to ensure a supply of strategic development areas for the sustainable growth and continued success and competitiveness of the Dublin Metropolitan Area. The MASP focuses on a number of large strategic sites, based on key corridors (such as North Western Corridor which includes Leixlip) that will deliver significant development in an integrated and sustainable fashion.

The growth target for Leixlip is set out in the Settlement Hierarchy of the Kildare County Development Plan 2017-2023 (CDP) in Section 2 ‘Core Strategy’ and Section 3 ‘Settlement Strategy’. The Strategy allocates 10.2% of Kildare’s housing growth to Leixlip over the period 2017-2023. Table 3.3 of the CDP identifies a dwelling target of 3,315 units for Leixlip over the plan period.

The National Planning Framework (NPF) is a long term strategy and sets out broad national, regional and city-specific population targets to secure more effective regional development. The strategy itself acknowledges that achieving these targets will take time and their implementation will need to be adaptable to the inevitable changes in circumstances and unforeseen events inherent in a long-run Framework approach. Therefore, in order to facilitate monitoring and review, phased regional population targets to 2026 and 2031 are set out in Table 10.1 of the NPF and more specific (per County) in Appendix 2 of the National Planning Framework Roadmap (July 2018). Notably, the Roadmap also states that analysis of current City and County Development Plans has been ongoing throughout the NPF preparation process and further acknowledges that cumulatively, current city and county plans are based on post-2006 population projections that provide for a quantum of significantly greater population growth than occurred and that also exceed any likely scenario identified as part of the NPF/NDP preparation process. The Roadmap notes the differences between what many County Development Plans are currently making provision for and likely outcomes on the ground, based on more realistic and deliverable NPF/NDP projections highlighting a significant gap that the RSES and County Development Plan review or variation process must now start to bridge. In order to assist Regional and Local Authorities in addressing this gap, the Roadmap provides a transitional set of population projections to inform City and County Development Plans for the periods to 2026 and 2031. These figures are set out in Appendix 2 of the NPF Implementation Roadmap and identifies a population of 254,000 persons in 2026 and 266,500 persons in 2031 for Kildare. These figures are confirmed in Appendix B of the RSES. Any revision of the CDP will be required to address these figures and a revised Core Strategy will be developed. Without prejudice to any process to vary the CDP and its Core Strategy/Settlement Hierarchy, for the purposes of this LAP Leixlip will (given its location within the Metropolitan Area of Dublin, proximity to high-quality rail networks and the M4 motorway) maintain its current growth allocation of 10.2% of the overall county growth<sup>2</sup>.

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<sup>2</sup> See objective PC1.1 (Section 2.3) regarding the requirement to review the LAP.



As stated above the NPF Roadmap and RSES set the County population target as 254,000 persons to 2026. Census 2016 identifies the population of County Kildare as 222,504 which equates to an additional 31,496 persons<sup>3</sup> across the County for that 10-year period.

Applying these new targets and the assumption (without prejudice) that Leixlip will maintain ca. 10.2% of the overall growth for the county, the LAP must in the short-term plan for an additional 1,189 housing units. These units shall be identified at appropriate locations proximate to the town centre where infrastructural capacity is readily available and will be designated as Phase 1 lands within the LAP. Lands identified as Phase 1 are located within the KDAs at Celbridge Road East, Wonderful Barn and Leixlip Gate. There are also areas within the existing footprint of the town which will allow for smaller schemes through infill and town centre regeneration including the Easton Gateway lands.

The identification of the lands at Confey as Phase 2 reflects the significant short-medium term physical and social infrastructural constraints (highlighted in Section 12.7.6 of the LAP) associated with the development of this area such as the upgrade works required at Cope Bridge, the general road network and issues relating to water and wastewater. Notwithstanding the foregoing and in light of the proposed expansion of DART services to the Maynooth line scheduled for 2027, the LAP clearly acknowledges that the future strategic direction for the expansion of Leixlip will be focused around the rail-based site at Confey.

## 4.2 Residential Capacity

In addition to lands zoned 'Town Centre'; lands with extant permissions; and a number of infill opportunity sites, this LAP identifies approximately 30.4 hectares for new residential zoned land located adjacent to established residential areas (refer to **Section 12** for information on Key Development Areas (KDAs)) as Phase 1. In addition, c.42.1ha of land within the Confey UDF area has been identified as Phase 2 for mixed use and residential development to cater for future requirements.

The lands at Confey comprise of a flat and rural landscape located to the north of Leixlip and are also strategically located c. 1km to the north of Leixlip Town Centre and adjacent to Confey Railway Station. The residential development capacity of the Confey lands is c. 1,765 units. The delivery of new dwellings on these lands will be carried out in accordance with the Confey Urban Design Framework (UDF) as detailed in **Section 12** of this Plan. Additionally, the Confey UDF (Appendix A) sets out a detailed framework for a phased programme of development which includes the timely provision of the necessary physical, social, environmental and economic infrastructure.

As required in Appendix 3 of the National Planning Framework, a Sustainable Planning and Infrastructural Assessment (SPIA) was undertaken to assess the suitability of lands for future development. This assessment (which accompanies the Plan) provides a weighting of potential sites for future development on the basis of sustainable planning and serviceability/infrastructural grounds. This assessment assists in the designation of lands as either Tier 1 lands or Tier 2 lands and

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<sup>3</sup> 11,665 housing units based on the County occupancy rate of 2.7.

identifies the likely development services required to support new development. An indicative timeframe for delivery of critical infrastructure i.e. short, medium term or long term is also provided.

A summary of residential capacity of identified sites is set out in **Table 4-1** below.

**Table 4-1** Residential Unit Assessment

Location of Development	Quantum of Undeveloped Residential Land (in hectares)	Estimated Residential Capacity (approx. no. of Units)	Density Range* (units per hectare)
<b>Infill Development</b>			
Town Centre Infill	-	256	35-50 (where appropriate)
Easton Gateway Lands	1.17	41	35
Easton	8.5	200 (permitted and under construction)	-
<b>Phase 1: Key Development Areas</b>			
KDA - The Wonderful Barn	13.2	450 (permitted and under construction)	35
KDA - Leixlip Gate	9.23	323	35
KDA – Celbridge Road East	8	280	35
<b>Sub Total</b>	<b>40.1</b>	<b>1,550</b>	<b>35</b>
Phase 2: Urban Design Framework Lands at Confey (Mixed Use/Residential)	42.1	1,765	Range 35-50
<b>Sub Total</b>		<b>1,765</b>	
<b>TOTAL</b>	<b>82.1</b>	<b>3,315</b>	

*\*Figures stated represent an estimate only. The density of development and number of units permissible will be determined at detailed design stage based on a full assessment of site characteristics and local sensitivities.*

### 4.3 Compliance with the Core Strategy

To ensure continued compliance with the Core Strategy and associated housing target for Leixlip it will be necessary to monitor the number of residential units permitted and developed on an annual basis.

### 4.4 Economic, Retail and Social Infrastructure Capacity

#### **Employment**

The LAP supports significant business and technology development in Leixlip to drive regional growth consistent with its designation as a Strategic Development Area as identified in the Regional Spatial and Economic Strategy. In accordance with the provisions of the County Development Plan the LAP promotes land at Collinstown as a strategic location for a future Business Campus with

business and technology uses to be developed subject to the Design Guidance and Principles set out for these lands in **Section 12**.

### ***Retail***

The policies and objectives of this LAP seek to strengthen the established retail function of Leixlip through a combination of redevelopment of appropriate infill and opportunity sites in the town centre, expansion opportunities at existing neighbourhood centres alongside the development of a new neighbourhood centre forming part of the Urban Design Framework lands at Confey and within the strategic employment lands at Collinstown.

### ***Social Infrastructure***

A key component of this LAP is the provision of adequate social infrastructure to accommodate the projected level of growth within the plan area. In this regard a Social Infrastructure Audit has been carried out to identify any existing shortfalls and ensure adequate provision is made for such infrastructure to meet the future needs of the plan area. Following the findings of this Audit objectives have been set out in this Plan to support the delivery of such infrastructure in tandem with the development of new housing and employment lands.

The findings of these studies and assessments have informed the requirements for the future development of Leixlip including the phasing approach for the development of lands at Confey and the identified strategic employment lands at Collinstown.

## **4.5 Environment and Heritage Protection**

The environmental sensitivities of the county identified in the Strategic Environmental Assessment (SEA) process for the Kildare County Development Plan 2017 – 2023 have informed the Core Strategy and the role it identifies for Leixlip. The LAP responds to environmental factors including wastewater infrastructure constraints, areas at risk of flooding etc. It also acknowledges the importance of built and natural heritage as an environmental and economic (including tourism) resource and includes significant objectives for its conservation and enhancement. The Plan has also been subject to and informed by a Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA).

## **4.6 Future Development Priorities**

The LAP has been prepared in the context of a longer term vision for Leixlip. The LAP identifies Key Development Areas (KDAs) and strategic lands at Confey to accommodate growth during the early Plan period. Consolidation and infill development will also be promoted on appropriately zoned land within the plan area, in accordance with the policies and objectives of the Plan.

**Policy CS1 – Core Strategy**

**CS1** *It is the policy of the Council to support the sustainable long term growth of Leixlip in accordance with the Core Strategy of the Kildare County Development Plan 2017-2023 (or any variation of same), the provisions of the National Planning Framework 2018 and the Regional Spatial and Economic Strategy.*

**Objectives**

It shall be an objective of the Council:

- CS1.1** To support and facilitate compact growth through the sustainable intensification and consolidation of the town centre and established residential areas.
- CS1.2** To focus new residential development on appropriately zoned lands, within the Key Development Areas identified as Phase 1 and on appropriate infill sites in the town and the Phase 2 lands at Confey, in a phased manner alongside appropriate physical and social infrastructure. Phasing shall be in accordance with Table 4.1. Development will be permitted in principle on Phase 1 lands during the initial stages of the LAP and only when these lands are ‘substantially developed’ will permission be granted for the development of lands identified as Phase 2. Should the lands identified as Phase 1 not come forward for development in the short term, consideration will be given to Phase 2 lands subject to the preparation of the Masterplan which is to be prepared and integrated into the Leixlip Local Area Plan by way of a statutory amendment to the Local Area Plan pursuant to Section 20 of the Planning and Development Act 2000 (as amended) as per objective CON 1.1.
- CS1.3** To support and facilitate development in accordance with the objectives set out in **Section 12.7** of this Local Area Plan.
- CS1.4** To promote and support the development of a business campus at Collinstown, Leixlip in accordance with the Design Guidance and Principles for these lands.
- CS1.5** To support and facilitate development on zoned land based on the policies and objectives of the Kildare County Development Plan 2017-2023.

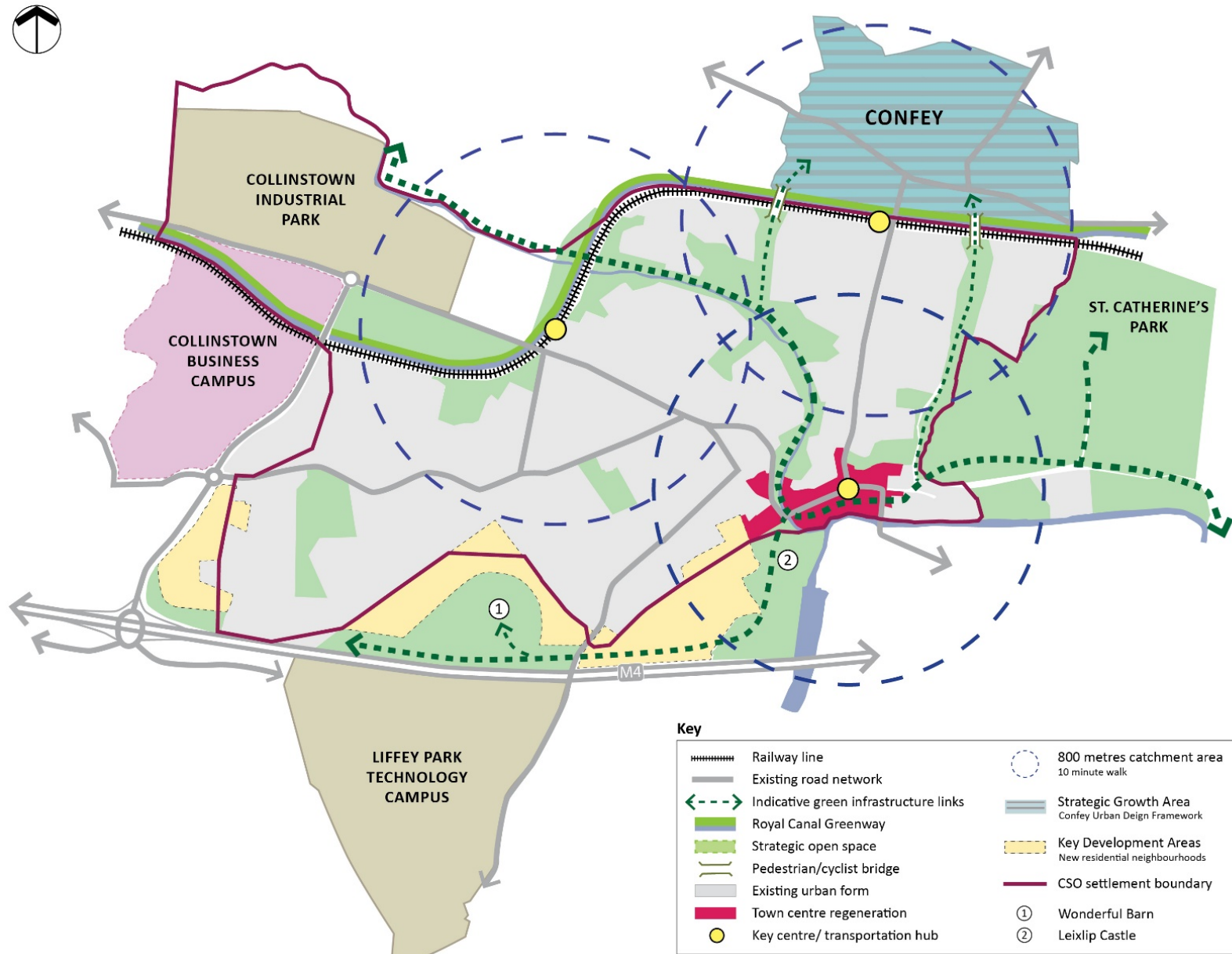


Figure 4-1 Leixlip Core Strategy Concept Map

## 5. Urban Centre and Retailing

*To protect and enhance, including through appropriate regeneration the quality, ambience and vitality of the traditional heart of Leixlip Town Centre in order to create a pleasant and attractive environment for local shopping, business, tourism, recreation and living needs alongside the enhancement and expansion of the neighbourhood centre offering in a manner capable of accommodating the projected future population.*

### 5.1 Town Centre

Main Street is identified as Leixlip's core retail area. It offers a range of convenience and comparison stores, pharmacies, restaurants, a hotel and public houses which create an ambience that attracts both locals and visitors. A number of residential properties are also located in the town centre which helps retain a living centre.

A number of shop units are currently vacant. Limited car parking and congestion are also issues that deter the town centre from maximising its potential.

#### **Policy UCR1 - Town Centre**

**UCR1** *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.*

#### **Objectives**

It shall be an objective of the Council:

- UCR1.1** 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.
- UCR1.2** To improve the quality, ambience, vitality and vibrancy of the town centre, including:
- (i) Promoting an appropriate mix of day and night time uses.
  - (ii) Facilitating development which will ensure that the town centre remains a dynamic and attractive place.
- UCR1.3** 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** To improve the accessibility of the town centre with particular emphasis on creating an environment that is accessible and safe for pedestrians and cyclists.
- 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.
- UCR1.6** To encourage owners of premises on Main Street when renewing their shopfronts to use the Irish language.

#### **Actions:**

- To work with relevant agencies and stakeholders to undertake a Town Renewal Plan in the town centre.
- To promote the Shop Front Improvement and Accessibility grant scheme and assist where appropriate the implementation of the scheme.
- To investigate unused premises and seek to bring them back into economic activity using incentives where required.

In order to reinforce the town centre as a viable and vibrant retail centre, Main Street should be retained as the centre of commercial activity in Leixlip that delivers a range of services and functions. The core area should consist of a mix of commercial units, coffee shops, restaurants, retail services, offices and residential uses. An attractive urban environment is also critical to attract new business.

To facilitate the enhancement and consolidation of the traditional heart of Leixlip, this LAP identifies a key opportunity/regeneration site to the north of Main Street capable of creating a new street with a mix of uses and pedestrian connections whilst also providing for additional parking within the town centre. In addition, further enhancement measures are identified to improve the public realm and create a more attractive town centre environment.

## 5.2 Retailing

### 5.2.1 The Retail Offering

The Core Retail Area as defined by the Kildare County Development Plan 2017-2023 (CDP) is focused along Main Street, in a linear pattern (**Figure 5-1** refers).



Source: Kildare County Development Plan 2017-2023

**Figure 5-1** Leixlip Core Retail Area

The analysis carried out on trading retail floorspace in 2016 for the preparation of the CDP concluded that Leixlip provided a relatively low level of convenience and comparison retailing compared to the existing population (**Table 5-1** refers). This level of retail offer can be attributed to the town's restricted Main Street alongside its close proximity to retail centres in Maynooth, Liffey Valley and Blanchardstown. The Regional Spatial and Economic Strategy (RSES) identifies Leixlip as a Level 3 key service centre. Leixlip is also identified as a Level 3 key service centre in the CDP where

reference is made to the relatively limited potential for expansion of Leixlip town centre’s retail offer.

**Table 5-1** Leixlip Net Retail Floorspace Trading in 2016 (metres<sup>2</sup>)

Convenience	Comparison	Retail Warehousing	Total	Ranking
3,453m <sup>2</sup>	1,913m <sup>2</sup>	400m <sup>2</sup>	5,766m <sup>2</sup>	8

Source: Kildare County Development Plan 2017 – 2023

At present retailing is concentrated along the Main Street, with a number of neighbourhood centres located at Easton, Celbridge Road, Louisa Bridge (Lidl) and Riverforest Park. While the recent Aldi development on the site of the former Ryevale Tavern adjoining the edge of the Core Retail Area has increased the convenience retail offer (c. 1,254m<sup>2</sup>) in the plan area, there still remains a significant shortfall<sup>4</sup> in convenience and comparison retail floor space per head of population. Having regard to the population projection for Leixlip, it is considered necessary to facilitate an increase in both the convenience and comparison retail offering.

The LAP anticipates that new retail provision in Leixlip will be achieved through a combination of the redevelopment of appropriate infill and opportunity/regeneration sites in the town centre, expansion opportunities at existing neighbourhood centres and the provision of a new neighbourhood centre/retail offering at Confey and a neighbourhood centre at the Collinstown Business Campus. Confey neighbourhood centre and retail offering should be provided in tandem with new housing at a scale appropriate to meeting the regular convenience and lower order comparison shopping needs of the new neighbourhood through appropriate phasing. The neighbourhood centre at Collinstown should be delivered in tandem with the development of employment lands for employment use. For further details please refer to **Section 12**.

### Policy UCR2 - Retailing

**UCR2** *It is the policy of the Council to support the retail function of Leixlip through a combination of redevelopment of appropriate infill and opportunity sites in the town centre, expansion opportunities at existing neighbourhood centres in conjunction with the development of new neighbourhood centres at Confey and Collinstown.*

#### Objectives

It shall be an objective of the Council:

**UCR2.1** To ensure the type, quantum and location of future retail floorspace provision in Leixlip is consistent with the requirements and recommendations of the County Development Plan, relevant regional policy frameworks and national planning guidelines.

**UCR2.2** To support and facilitate the development of retail, retail services and niche retailing in the town centre area, including new/infill development and redevelopment of an appropriate scale.

<sup>4</sup> The population of Leixlip as recorded in Census 2016 makes the LAP area the fourth most populated settlement within Co. Kildare, however table 9.1 ‘Net Retail Floorspace Trading 2016’ of the CDP ranks the towns retail provision in 8<sup>th</sup> place with a provision of 5,766sqm of retail floor space. When compared to the existing population this indicates that there is a need to increase the retail offer within the LAP area.



- UCR2.3** To support and facilitate appropriate levels of expansion to the established retail neighbourhood centres.
- UCR2.4** To support the development of new local retail facilities in conjunction with the development of a new residential area at Confey north of the railway line in accordance with design principles set out in the Confey Urban Design Framework.
- UCR2.5** To support the development of a new local neighbourhood centre within the Collinstown Business Campus. The provision of this proposed neighbourhood centre will only be permitted once c. 30% of the overall campus has been developed and occupied. The provision of such services shall be required once 50% of the overall site has been developed.
- UCR2.6** To protect the primacy of the town centre as the core retail area in Leixlip, through the application of a sequential approach to retail development, in accordance with the Retail Planning Guidelines for Planning Authorities, DECLG (2012).
- UCR2.7** To encourage and facilitate the re-use and regeneration of derelict land and buildings for retail and other town centre uses, with due cognisance of the character, heritage and design requirements for the Architectural Conservation Area (ACA).
- UCR2.8** To support the development of retail-led tourism associated with the natural and built heritage assets of Leixlip.
- UCR2.9** To manage the development of undesirable uses such as fast food outlets, amusement arcades, off-licences, bookmakers, and of other non-retail uses in the interest of protecting the vibrancy, residential amenity and public realm of Leixlip Town Centre.
- UCR2.10** To ensure that new shop front and signage design contributes positively to and enhances the streetscape and is in accordance with the guidance set out in the County Kildare Shopfront Guidelines (July 2013) and Kildare County Council Policy on Signage (April 2013).

**Action:**

- To encourage indigenous SME's into Leixlip and to develop a hub/support network for local businesses to encourage and support a small business industry.

### 5.3 Town Centre Regeneration

In order to enhance the town centre of Leixlip a key opportunity exists to (1) improve the capacity of the retail offer (2) increase the resident population and (3) enhance the public realm of the town centre. For these reasons, the town centre has been designated as a regeneration area (**Figure 5-2** refers).

The town centre regeneration area provides significant potential to facilitate the achievement of a number of the objectives detailed above (i.e. Objectives UCR2.1, 2.2, 2.6 and 2.7) and could collectively increase the vibrancy, viability and cohesiveness of the town core in a manner capable of meeting the needs of the projected population within the plan area.

In order to inform the regeneration of the town centre a Leixlip Town Renewal Plan will be prepared. This will involve a detailed Urban Design and Spatial Analysis, an extensive perceptions analysis and an audit of assets and opportunities. The final document will include an overview of the Health

Check / Urban Design Analysis, a masterplan of regeneration type projects and the development of a Public Realm Design Strategy which will include specifications/palette of materials.

**Town Centre Regeneration**

It shall be an objective of the Council:

- TCR 1** To facilitate and progress the regeneration of the town centre through ‘Active Land Management’ measures set out under the Urban Regeneration and Housing Act 2015 (as amended) and the Derelict Sites Act 1990 (as amended).
- TCR 2** To progress the regeneration of suitable town centre lands in a co-ordinated manner which respects and enhances existing uses along Main Street through the identification of key regeneration sites.

**5.3.1 North Main Street Backlands Regeneration**

This area comprises a number of backland landholdings which collectively have capacity to create an integrated new street and connect Main Street to the north through a new pedestrian/cycle route extending in an east/west and north/south direction connecting Main Street, Captain’s Hill and lands south of St. Mary’s Park. The overall combined site area measures c. 1 hectare (**Figure 5-2** refers).



**Key**

Development site boundary		Car parking (indicative)	
Mixed use development		Pedestrian/cyclist route	
Key public realm intervention		Traffic calming measures	
Soft landscaping measures		Vehicular access	

**Figure 5-2** Main Street Backlands Regeneration Site

### Main Street Backlands Regeneration Objectives

It shall be an objective of the Council:

- REG 1.1** To facilitate the redevelopment of North Main Street Backlands in a co-ordinated manner which facilitates a mix of residential/retail and commercial uses. The development of the site shall be subject to an agreed action plan with the planning authority for the entire site and shall be carried out in a phased manner.
- REG 1.2** To support the provision of an entrance and egress onto Main Street via the new street which shall be subject to agreement with the Planning and Transportation Sections of Kildare County Council and shall include improvement measures along the R148 and at the R148 Junction at Mill Lane.
- REG 1.3** The new street design shall provide pedestrian and cycle permeability through the site connecting to the main street to the south, to the west at Captain's Hill and north towards St. Mary's Park.
- REG 1.4** The design of new buildings and land uses within this regeneration site shall be sympathetic to the existing adjoining properties while also being orientated in a manner that provides passive surveillance of the proposed new street and pedestrian/cycle connections through the site.
- REG 1.5** The overall development shall provide for adequate parking provision for the various uses proposed within the site in accordance with the Car Parking Standards of the Kildare County Development Plan 2017-2023. The site shall also provide for sufficient lands for a new public town centre car park.

## 5.4 Town Centre Public Realm

The town centre of Leixlip retains much of its Georgian character and includes a range of shops and services which create an ambience that attracts both locals and visitors. This built heritage has the potential to attract visitors to the area; however, traffic volumes on Main Street and a cluttered public realm work against a coherent local identity.

The best public spaces have nodes of activity. To the south of Main Street, the LAP includes a proposal to better engage with the River Liffey by developing a central hub/node at Arthur Guinness Square and incorporating the sculpture space on Main Street (Objective UCR3.5 and **Figure 5-3** refers). By promoting a multi-use environment for Arthur Guinness Square, it can offer a zone for pop-up venues and gatherings whilst still operating as a car park.

Linkages between the River Liffey and Main Street could be greatly improved. This particular setting has a high scenic quality, made particularly attractive by the confluence of the Liffey and the Rye and the Leixlip Boat House, which is a focal point. It is proposed to extend the riverside walk along the northern bank of the River Liffey from William Roantree Park to the Liffey Bridge.

In addition, a series of incremental measures to improve access, pedestrian and cyclist priority, shopfront design, signage and the public realm generally, will also yield significant improvements over time and create a more coherent sense of place. These measures should have regard to any future Leixlip Town Renewal Plan.

**Policy UCR3 – Public Realm**

**UCR3** *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.*

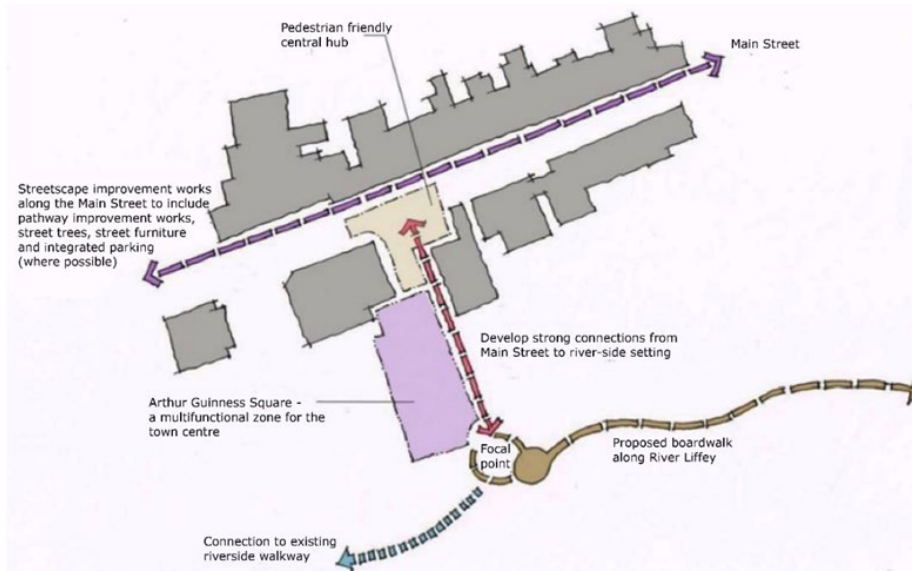
**Objectives**

It shall be an objective of the Council:

- UCR3.1** 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 Plan.
- UCR3.2** To actively engage with the community, developers and other agencies to secure resources for the enhancement, renewal and regeneration of the public realm in Leixlip having regard to the Leixlip Town Renewal Plan.
- UCR3.3** To reduce the use of line-marking and signage on Main Street along with other interventions, as part of the preparation of a Town Renewal Plan for Leixlip.
- UCR3.4** 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 Plan.
- 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.
- UCR3.6** 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.
- UCR3.8** To investigate options to connect the Rye River Walkway to Main Street, including the possibility of re-opening closed archways off Main Street.

## 5.5 Public Realm Improvements

The LAP includes a number of policy objectives for public realm improvements in Leixlip Town Centre. **Figure 5-3** (below) provides an indicative framework for these improvements. These would need to be progressed having regard to the necessary approval requirements and processes, having regard to the emerging Leixlip Town Renewal Plan.



**Figure 5-3** Framework for Proposed Public Realm Improvements in Leixlip

### 5.5.1 Public Realm Objective 1: Arthur Guinness Square

It is proposed to improve the connection between the town centre and the River Liffey by developing a central hub/node at Arthur Guinness Square. By promoting a multi-use environment at this location, it can offer a zone for pop-up venues and gatherings whilst still operating as a car park. As the river walkway and Arthur Guinness Square are somewhat disjointed from the Main Street, the design proposal for Arthur Guinness Square seeks to encourage and strengthen this important pedestrian link.

#### *Objective 1 may 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. **Figure 5-4** (overleaf) illustrates the potential of Arthur Guinness Square.

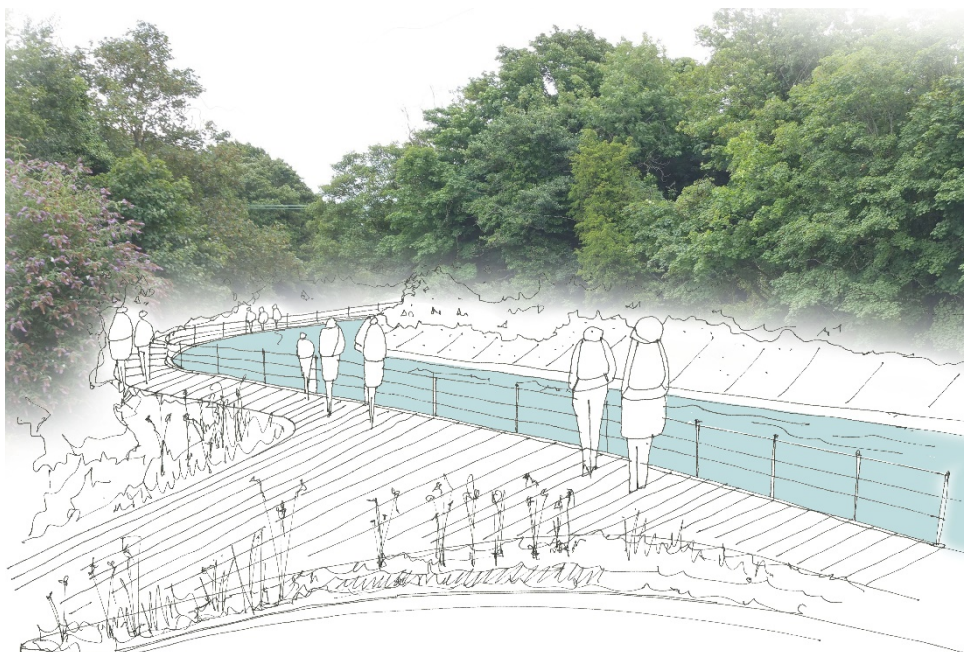


**Figure 5-4** Arthur Guinness Square – Indicative Public Realm Improvement No. 1

### 5.5.2 Public Realm Objective 2: Riverside Walkway

The setting of Leixlip Town Centre brings a high scenic quality, made particularly attractive by the confluence of the River Liffey and the Rye River and the Leixlip Boat House which is a focal point behind Arthur Guinness Square.

There is an opportunity to extend the riverside walkway along the northern bank of the River Liffey from William Roantree Park to the Liffey Bridge opening up the river to both Arthur Guinness Square and William Roantree Park (see **Figure 5-5**, below). The practicalities of linking Liffey Bridge to the riverside walkway may be further explored to ensure the realisation of a circuitous pedestrian link which would offer an additional high-quality amenity to the town centre.



**Figure 5-5** Riverside Boardwalk Public — Indicative Public Realm Improvement No. 2

**Objective 2 may be achieved through:**

- Investigating opportunities for the development of a sensitively designed walkway along the river edge providing a greater visual connection to the river whilst offering screening to the man-made concrete features present along the riverbank.
- The sensitive design of the walkway in order to minimise impacts on habitats and protected species and should allow universal access. Any walkway design shall have regard to the guidelines and principles outlined in the *'Planning for Watercourse in the Urban Environment'*<sup>5</sup>.

**5.5.3 Public Realm Objective 3: Ralph Square**

Ralph Square is a small square opposite Captain's Hill which has the potential to link the Main Street to the riverside. 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.

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 (see **Figure 5-6**, overleaf);
- 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.

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<sup>5</sup> Source: Shannon Regional Fisheries Board (2011)



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

#### 5.5.4 Public Realm Objective 4: Main Street

A range of streetscape improvements, combined with investment in the upgrade and regeneration of existing properties and commercial premises, extending to appropriate infill developments, will significantly enhance Main Street.



## 6. Enterprise, Economic Development and Tourism

***To promote, support and enable sustainable economic development and employment generation in Leixlip consistent with its role in the hierarchy of employment set out in the Kildare County Development Plan 2017-2023 and optimising its strategic location along a key public transport corridor as identified in the Metropolitan Area Strategic Plan.***

### 6.1 Context

The National Planning Framework (NPF) sets out the development of a strong economy supported by enterprise, innovation and skills as a National Strategic Outcome (NSO5) that will depend on creating places that foster enterprise and innovation and attract investment and talent. The NPF states that this can be achieved by building regional economic drivers. The key challenge for Leixlip is in ensuring that the conditions for the creation of enterprise and innovation are embraced and developed. The NPF together with the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands region place a strong emphasis on compact, smart, sustainable and inclusive economic growth.

The Metropolitan Area Strategic Plan (MASP) which forms part of the RSES for the Eastern and Midlands Region sets out a 12-year strategic planning and investment framework for the Dublin Metropolitan Area and identifies lands at Collinstown and the Hewlett Packard site as being Strategic Employment Development lands within the North Western Corridor – identified as a key public transport corridor.

The Kildare County Development Plan 2017-2023 (CDP) contains an Economic Development Strategy for the county. This strategy identifies Leixlip together with Maynooth, Celbridge and Kilcock as forming part of a Primary Economic Growth Cluster to be developed in a mutually dependent way to realise economies of scale and thereby improve competitiveness, drive innovation and stimulate new businesses in North Kildare. This knowledge based economy, focusing on high-tech / biotechnology, research and development, information and communications technology, and manufacturing is identified as a sectoral strength for North Kildare.

#### 6.1.1 Employment Profile

The economic profile of Leixlip reflects its locational strengths such as high quality connections to Dublin City Centre and the established synergies between major employers and the educational sector.

The number of workers resident within Leixlip Electoral District (ED) was 7,168 in 2016. Of the 7,168 workers, 3,546 travel to work within Dublin City and suburbs. 2016 Census data also indicates that the number of people at work within Leixlip is 8,500. It is evident therefore that Leixlip is both an importer and exporter of workers. The most popular means of travelling to work by those living in Leixlip was by car with this mode accounting for 59% of all journeys. The average journey time was 32 minutes and 39.7% of workers faced a commuting time in excess of 30 minutes<sup>6</sup>.

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<sup>6</sup> Census 2016, Central Statistics Office

## 6.2 Leixlip Economic Development Strategy

This LAP supports significant business/technology development in Leixlip to drive regional growth in accordance with the Regional Spatial and Economic Strategy (RSES) and the Kildare County Development Plan 2017-2023 (CDP).

### 6.2.1 Supporting Employment Growth

Leixlip contains two existing large scale employment campuses at Collinstown and Barnhall. Intel occupies the campus at Collinstown, employing approximately 4,500 people. This multinational company engages in continuous estate management including reconfiguration and repurposing of existing buildings on site, upgrading of site infrastructure and new build if/as required. This LAP supports the on-going operations of this significant industry and also supports further appropriate levels of development and reconfiguration at the Intel Business Campus during the lifetime of this LAP.

The Liffey Business Campus at Barnhall comprises the Hewlett Packard (HP) site which is now occupied by a number of small and medium enterprises. Given the size and scale of the former HP campus it is an objective of the Council to work with local and national agencies to ensure the site can be redeveloped in an appropriate manner and remain a key employment hub for Leixlip and the Dublin Metropolitan Area. Having regard to its proximity to the M4 Motorway and the provisions of the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012) any planning applications for significant development on the site shall be the subject of a Transport Impact Assessment (TIA) which shall include consideration of existing and proposed sustainable transport modes e.g. walking, cycling and public transport.

All future development proposals on these existing strategic employment lands will be required to take full account of the sensitivities of the receiving environment including the conservation objectives of any European sites' and Intel's designation as a Seveso site.

### 6.2.2 Availability of Zoned Land

It is an objective of the CDP to develop North Kildare as a digital hub. The CDP identifies sectoral strengths for the metropolitan towns of Maynooth and Leixlip (including Collinstown) supported by Celbridge and Kilcock to further develop North Kildare as a knowledge based economy focusing on high-tech/biotechnology research and the development ICT and Manufacturing.

Objective E04 of the CDP sets out a number of aims to support the development of North Kildare as a digital economy, including:

*“Developing Collinstown as an employment hub in northeast Kildare and ensuring that sufficient lands are zoned for enterprise and employment uses in [the County Development Plan and] Local Area Plans. It is therefore imperative that sufficient and suitable zoned land to facilitate regional scale employment development in Leixlip is provided for within the Local Area Plan.”*

The lands at Collinstown Business Campus are strategically located in the context of North Kildare at a location which is highly accessible in the context of the strategic road and rail networks and has

the potential to facilitate a critical mass of higher grade business and technology uses at this prominent location. The lands are also well positioned within an established digital cluster between the Intel and former HP campuses and close to Maynooth University. The Kildare County Development Plan and this LAP therefore promote Collinstown for Business and Technology use, to be developed in accordance with the 'Design Guidance and Principles' for these lands set-out in **Section 12**.

### 6.2.3 Small and Medium Enterprise (SME) Development

The development of small and medium scale commercial enterprises with long term employment potential is also important to the future development of Leixlip and north-east Kildare. It is important therefore that the development of Collinstown will provide a range of unit sizes to meet differing enterprise needs.

#### **Policy EDT1 – Enterprise and Economic Development**

**EDT1** *It is the policy of the Council to support the development of Leixlip as an enterprise and employment hub forming part of the north-east Kildare employment cluster.*

#### **Objectives**

It shall be an objective of the Council:

- EDT1.1** To promote enterprise and employment development at Collinstown, focusing on the high tech, bio tech, research and development, ICT and manufacturing sectors.
- EDT1.2** To promote the provision of incubator enterprise units suitable for SMEs and start-up companies at Collinstown to offer opportunities associated with clustering and networking.
- EDT1.3** To facilitate the expansion of industries in Leixlip, taking full account of the obligations of the European Directives and the sensitivities of the receiving environment including ensuring that proposals for development that could potentially affect the integrity of the Natura 2000 network will only be approved if it can be ascertained, by means of an Appropriate Assessment or other ecological assessment, that the integrity of these sites will not be adversely affected.
- EDT1.4** To comply with the SEVESO III Directive to reduce the risk of accidents at SEVESO sites in Leixlip and the surrounding areas.
- EDT1.5** To have regard to the following in assessing applications for developments (including extensions) in the vicinity of the Intel Seveso site:
  - a) Major Accidents Directive (Seveso III– Directive(2012/18/EU)
  - b) The potential effects on public health and safety.
  - c) The need to ensure adequate distances between such developments and residential areas, areas of public use and any areas of sensitivity.
  - d) The advice of the Health and Safety Authority.

### 6.3 Non-Conforming Uses

There are a number of non-conforming uses within the LAP area. The expansion of existing small scale commercial/employment uses will be permitted in principle where such uses contribute to the economic and social well-being of the area as a whole and do not inhibit the development of adjoining lands in conformance with the land use zoning objective. Where the continued expansion

or operation of such uses are incompatible with the predominant land use zoning of the area, they will be encouraged to relocate to more suitably zoned land.

### **Policy EDT2 – Non Conforming Uses**

**EDT2** *It is the policy of the Council, where commercial and industrial enterprises exist as non-conforming but long established uses, to support their continued operation and reasonable expansion, save where such a use would impact negatively on the economic and social well-being of the area and inhibit development that is in conformance with the land use zoning objective.*

#### **Objectives**

It shall be an objective of the Council:

- EDT2.1** To support the continued operation and reasonable expansion of existing non-conforming uses, provided they do not:
- Result in loss of amenity to adjoining properties;
  - Cause adverse impact on the environment;
  - Cause adverse impact on the visual amenity or character of the area, or
  - Inhibit the development of adjoining land in conformance with its land use zoning objective.

## **6.4 Tourism**

Leixlip offers a range of attractions to both overseas and domestic visitors. The Council will seek to support and promote tourism opportunities during the lifetime of the LAP as it is acknowledged that tourism is a key contributor to economic growth.

The Council will also seek to protect and preserve key natural and built environment assets in Leixlip and work with Fáilte Ireland, other government and local bodies to ensure the sustainable development of the tourism industry within Leixlip having regard to the impact of tourism on the environment and on local communities.

The River Liffey, Rye River and the Royal Canal present opportunities to develop tourism facilities which will deliver social, health, economic and environmental benefits to both overseas and home visitors. The Royal Canal in particular, with its designation 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.



Cultural heritage offers a specific attraction to many visitors to the Leixlip area. 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. A successful example of this is 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.

### **Policy EDT3 - Tourism**

**EDT3** *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.*

#### **Objectives**

It shall be an objective of the Council:

- EDT3.1** To identify opportunities to improve the tourist product in Leixlip, including an information/tourist office, and to co-operate with the appropriate statutory agencies, private tourism sector and community groups.
- 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.
- EDT3.3** To support the future development of the Royal Canal Greenway as part of the Euro Velo Route 2 Pan-European walking and cycling route.
- EDT3.4** To encourage the development of tourism activities such as waterways activities, agri-tourism, green/ecotourism, niche retailing, food markets, local and other craft type activities so as to diversify the tourism product in Leixlip.
- EDT3.5** To facilitate the provision of standardised signage and interpretation for facilities and attractions throughout the town.
- EDT3.6** To support the development of new tourist facilities or upgrading/extension of existing tourist facilities.
- EDT3.7** 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.
- EDT3.8** To support development of linkages between the historical demesne lands within and around the town to promote amenity linkage.
- 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.
- EDT3.10** To promote The Wonderful Barn as an integrated tourism and amenity destination with complementary commercial uses 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.

- EDT3.12** To support appropriate development of tourism and recreational facilities at Leixlip Manor Hotel and Gardens.
- EDT3.13** To support the preparation of an integrated tourism and amenity destination on The Wonderful Barn site, that accommodates a range of day and evening time uses.
- EDT3.14** To support, encourage and promote historical linkages with William Francis Roantree Leixlip's Forgotten Fenian.

**Actions**

- To liaise with relevant landowners and stakeholders to investigate the potential for an amenity walkway through Leixlip Castle.
- To liaise with relevant landowners and stakeholders to investigate the potential for linkages between the historical demesnes within Leixlip and surrounding area.

## 7. Housing and Community

*To deliver new residential development within Leixlip to support existing community infrastructure, recreation and amenity facilities and provide new facilities in tandem with opportunities for significant new housing.*

### 7.1 Demographic Profile

Census 2016 recorded a population of 15,504 persons within the settlement boundary of Leixlip. This represents a slight increase on the 2011 population of 15,452 persons.

#### 7.1.1 Age Profile

In 2016 the age profile of the population of Leixlip was typical of the national average. While approximately 63% of the population is under 44, the age profile is older when compared to other towns in the Dublin Metropolitan Area. In the last intercensal period there was also a significant increase in the proportion of the population over 65, rising from 7.5% to 12% compared to 13.4% nationally.

#### 7.1.2 Housing Stock

The Census in 2016 recorded a total of 5,524 households in Leixlip. The majority of these consisted of houses (91%). This housing stock is generally located to the south of the Royal Canal and to the north of the M4. The more established residential areas are located east and west of Captain's Hill and off the Celbridge Road (R149) and were built in the 1960's and 1970's. In more recent years residential development has occurred along Green Lane which has direct access on to the R449.

#### 7.1.3 Household Size

In 2016, 42.4% of households in Leixlip were made up of couples with children. This is higher than the state average of 35.2% for this household composition category. In contrast Leixlip household composition of one person households is 14.8% which is significantly less than the State average of 24% for this household category.

## 7.2 Residential Development: Capacity and Delivery

This LAP seeks to establish a framework for the provision of housing within Leixlip reflecting the town's position within Kildare and the Dublin Metropolitan Area. This framework comprises three strands:

- (i) Focusing new housing development into three Key Development Areas (KDAs), based on design guidance as set out in **Section 12**. The KDAs extend the urban area of Leixlip at appropriate locations having regard to compact growth, the potential for development, existing patterns of development and potential for connectivity.
- (ii) Supporting intensification and consolidation within the existing residential and built-up area including redevelopment and infill opportunities, where appropriate.
- (iii) Development of a new residential neighbourhood at Confey in accordance with the Urban Design Framework set out in **Section 12** and in **Appendix A**.

### **Policy HC1 - Residential Development: Capacity and Delivery**

**HC1** *It is the policy of the Council to ensure that sufficient land continues to be available at appropriate locations to satisfy the Core Strategy growth allocation for Leixlip and that each household has access to good quality housing that is appropriate to its circumstance.*

#### **Objectives**

It shall be an objective of the Council:

- HC1.1** To promote and facilitate the phased development of the three identified Key Development Areas in accordance with the guidance set out in **Section 12**.
- HC1.2** To facilitate the future development of a new neighbourhood at Confey in accordance with the objectives as set out in **Section 12.7**.
- HC1.3** To secure the provision of social infrastructure, community, and recreational facilities in tandem with residential development, in accordance with the findings of the Social Infrastructure Audit (SIA) and the phasing/infrastructure delivery schedule of this LAP.
- HC1.4** To encourage the appropriate redevelopment/regeneration of brownfield and infill sites for residential uses within the LAP area.
- HC1.5** To manage the provision of one-off housing on lands zoned as 'I: Agricultural'. Limited one-off housing will be permitted in this zone subject to compliance with the rural housing policy of the Kildare County Development Plan and all other normal siting and design considerations.

## **7.3 Residential Density, Mix and Design**

Given the proximity and connectivity of Leixlip to Dublin and being a key employment centre in the Dublin Metropolitan Area (DMA) it is anticipated that there will continue to be a strong demand for a varied mix and type of housing in the Plan area. There is a high proportion of 3-bed semi-detached type dwellings within the town. The Plan seeks to address this mono type of housing and will seek to ensure a greater mix of housing. Residential schemes should provide for both a mix of dwelling size and dwelling type to cater for a diverse range of housing needs. The overall design and layout of residential development should be of high-quality and comply with the urban design principles contained in the County Development Plan.

Government policy outlined in *Sustainable Residential Development in Urban Areas: Guidelines for Planning Authorities* (DECHG, 2009) and *Urban Development and Building Heights: Guidelines for Planning Authorities* (DHP&LG, 2018) state that land is a scarce resource and should be managed efficiently. These guidelines set out a range of appropriate densities for different site locations having regard to the level of transport available. As a general principle, higher densities should be located in town centre infill locations and proximate to public transport.

The design of residential schemes in close proximity to heavily trafficked road networks should have regard to the noise levels from these roadways. Developers should engage an acoustic specialist in the early design process for new residential developments in order to mitigate any negative impacts concerning noise.



### 7.3.1 Group/Special Needs Housing

There are a number of groups with specific design and planning needs including older people, members of the travelling community and people with disabilities. This Plan places emphasis on universal design in order to provide for those with specific housing needs. The mix and design of new housing for group/special needs housing in Leixlip will be influenced by a range of factors including:

- Consideration of the nature of the existing housing stock and existing social mix in the area;
- Desirability of providing for mixed communities;
- Provision of a range of new housing types and tenures;
- The need to provide a choice of housing types, suitable and adaptable for all age groups; abilities; and
- The need to cater for groups with specific needs.

### 7.3.2 Housing for Older People

Supported housing and longer term residential care facilities for older people should be fully integrated into the local community. Such facilities should be within walking distance of the town centre, key services and public transportation, car parking and public spaces while embedded in a universally designed and age friendly public realm with an appropriate level of seating, lighting, landscaping etc.

#### **Policy HC2 - Residential Density, Mix and Design**

**HC2** *It is the policy of the Council to ensure that all new residential development provides for a sustainable mix of housing types, sizes and tenures and that new development complements the existing residential mix.*

#### **Objectives**

It shall be an objective of the Council:

- HC2.1** To ensure that a good mix of housing types and sizes is provided in all new residential areas including each Key Development Area (KDA) and appropriate infill/brownfield locations to meet the needs of the population of Leixlip, including housing designed for older people and people with disabilities.
- HC2.2** Require that residential schemes in close proximity to heavily trafficked roads within/adjoining Leixlip are designed and constructed to minimise noise disturbance, follow a good acoustic design process and clearly demonstrate that significant adverse noise impacts will be avoided.
- HC2.3** To seek to provide Traveller Specific Accommodation at appropriate locations close to key services and public transport facilities in accordance with the Traveller Needs Assessment and Traveller Accommodation Plan due for review in 2019.
- HC2.4** To apply a 10% social housing requirement, pursuant to Part V of the Planning and Development Act 2000 (as amended) to all sites that are zoned solely for residential use or for a mixture of residential and other uses (save where the development is exempt from the provisions of Part V).

## 7.4 Social Infrastructure

As part of the plan-making process a Social Infrastructure Audit (SIA<sup>7</sup>) was carried out to examine the availability and capacity of existing social infrastructure facilities in Leixlip, to determine future requirements and make recommendations based on anticipated settlement growth.

‘Social Infrastructure’ relates to the provision of services and facilities which are essential for health, well-being and the social development of a town. Social infrastructure facilities include for example, schools, health services, surgeries and community specific services, as well as areas which can offer active sports and passive recreational activities. In addition to the actual activity and function, ‘social infrastructure’ facilities can provide an invisible platform of community and social interaction which some residents may rely upon for personal well-being. The provision of the requisite levels of social infrastructure within Leixlip is therefore important and vital to support the needs of the existing and planned residential base.

The audit was structured as follows:

1. Assessing the Existing Situation;
2. Future Demand Analysis; and
3. Social Infrastructure Recommendations.

### 7.4.1 Assessing the Existing Situation

Assessing the existing situation included:

- A social and demographic profile of the community who live in Leixlip;
- The identification of existing community infrastructure features (including where relevant, their capacity) under a number of predefined themes including Education/Training, ‘Childcare’, ‘Health’, ‘Sports & Recreation’, ‘Social/Community Services’, ‘Arts & Culture’, ‘Faith’, and other features;
- A walkability analysis based on defined walking distances from specific community facilities in order to evaluate proximity, accessibility and coverage of those facilities to target user groups.

#### *Education and Training*

Facilities examined under this theme included primary schools, secondary schools along with third-level, evening classes and skills development programmes. Within the LAP boundary there are 7 primary schools, 2 secondary schools and 3 further education / training centres.

The walkability and primary school catchment analysis carried out identifies a shortfall in primary school spaces in the west of Leixlip particularly around the Easton/Green Lane area. The analysis carried out also indicates that there is a significant proportion of residential units falling outside a 10-minute walking distance of existing primary schools.

The analysis in regard to secondary schools confirmed that both schools are operating at almost full capacity.

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<sup>7</sup> The full Social Infrastructure Audit is available to read alongside this Local Area Plan.

### **Childcare**

Childcare facilities are well distributed spatially within Leixlip with 13 facilities spread throughout the plan area, predominantly located close to or within existing residential development. Figures obtained from these facilities show that 492 children were enrolled for the 2018/19 year but that there was capacity for 517 children. Overall, childcare facilities are operating at 95% capacity in Leixlip<sup>8</sup>.

### **Health**

Healthcare facilities included GPs, health centres, dentists, pharmacies, care and other related facilities. The Audit indicated a total of 21 health facilities including: 8 GP practices; 1 health centre; 1 nursing home with 131 beds; 6 pharmacies; 3 dental surgeries and 2 physiotherapists. Healthcare facilities are dispersed throughout the town, although there is some clustering around neighbourhood centres.

### **Social and Community**

Social and Community facilities are a broad category and can include general civic services and services targeted at specific sections of the community. Excluding the Fire Station and Garda Station, there are 6 other social/community services. Three of these facilities are located in proximity to each other in the Riverforest area of Leixlip, including Leixlip Youth and Community Centre, Leixlip Library and Kildare Youth Services. Other facilities in the town include the 'Allotments' at the Wonderful Barn, a Men's Shed and a "Respond" (Housing Association) community building. It is considered that Leixlip is currently adequately served with community services.

### **Arts and Culture**

There are 4 arts and culture facilities in the town. All of these are related to music, speech and drama. Two facilities are located in the town centre, one is within a primary school to the west of the town centre and one is located in the community centre north of the town centre.

### **Faith**

There are 3 churches and 2 cemeteries in the town. Aside from a lack of capacity at Confey Cemetery no capacity issues were identified during the audit.

### **Outdoor Sports**

There are 16 sports facilities/clubs in Leixlip. These facilities accommodate 24 outdoor playing pitches (11 of which are located within St. Catherine's Park); 9 astro-turf pitches; 8 tennis courts; 3 indoor halls; 1 playground (excluding the playground in St. Catherine's Park); 1 indoor handball court; and 1 four hundred metre outdoor athletics track.

### **Equipped Play Spaces**

The single playground facility within the Leixlip Amenities Centre provides a vital piece of formal play infrastructure for the town and is designed primarily for the very young. Whilst acknowledging the

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<sup>8</sup> Smaller facilities with 3 children or less do not need to be registered with TUSLA and therefore could not be surveyed due to the informal arrangement of those facilities.

presence of the playground in St. Catherine's Park, there are no other formal equipped or play areas provided for this age group or for older children.

#### **7.4.2 Future Demand Analysis**

The audit also considered the existing infrastructure provision relative to the existing/planned population and best practice provision.

##### ***Education and Training***

Consultation with the Department of Education and Skills has confirmed that having regard to anticipated population growth in Leixlip and existing school capacity, there will be a need for 2 additional primary schools (16-24 classrooms in each school) and 1 post primary school (1,000 student capacity) within the plan area.

##### ***Childcare***

The '*Childcare Guidelines for Planning Authorities*' establishes an indicative standard of one childcare facility per 75 dwellings in new housing areas. One facility providing a minimum of 20 childcare places is considered to be a reasonable starting point in this regard. Such provision will be required in tandem with new residential development and will be addressed through the Development Management Process.

##### ***Health***

There is a requirement for a primary care centre in Leixlip. Expressions of interest are being sought from persons who are developing or planning to develop such health facilities in Leixlip.

##### ***Social and Community***

The projected population increase will generate demand for an additional 2 community services/facilities. Whilst there might currently appear to be a sufficient number and type of community services, the provision of future services should also take account of locational circumstances, quality of provision, and proximity to target user groups.

##### ***Arts and Culture***

A review of public submissions received during the preparation of the Leixlip Local Area Plan 2017-2023 indicated the presence of a vibrant arts and community sector with Irish dancing, choir, theatre and writers' groups and a community band. Other than the two facilities on Main Street, there is no specific 'Arts and Culture' facility in Leixlip. Local groups use existing social and community services such as the library, community centre and parish centre to meet or host events.

##### ***Faith***

It has been established that a new site for a cemetery is required within or in close proximity to the town, to serve existing and future population. It is anticipated that a specific project will be advanced in the early stages of the life of this Plan to facilitate a limited extension to the existing graveyard at Confey. This expansion, however, will not be sufficient to meet the long term needs of the population. Suitable lands will therefore need to be identified to accommodate long term needs.

### Outdoor Sports

Based on the existing population of Leixlip, the current outdoor sports area provision is 1.96 hectares per 1,000 persons. Accordingly, there is more than adequate outdoor sports 'area' in the town to serve the existing population in the context of 'Fields in Trust (FIT)' UK guidance recommendations. However, based on a population projection which may range up to 23,433 persons, the standard of outdoor sports decreases to 1.3 hectares per 1,000 population and below the 'FIT' recommendations. If seeking to adhere to the 'FIT' recommendations, circa 37 hectares of outdoor sports area would be required to serve the projected population, which would require an additional circa 7 hectares above the current provision.

### Equipped Play Spaces

The provision of one single equipped play area within the study area (at Leixlip Amenities Centre) falls substantially short of benchmark guidance in terms of quantity, location and provision for all age groups. This shortfall was reflected in feedback received from children and adults during the consultation process during the preparation of the SIA. Areas capable of accommodating equipped play spaces will therefore need to be identified to accommodate the long term needs of the plan area.

### 7.4.3 Recommendations

Recommendations for future social infrastructure provision have been taken into consideration in the preparation of the Leixlip Local Area Plan. **Table 7-1** provides a breakdown of the requirements under relevant themes which provide for the future needs of the projected population. **Figure 7-1** also outlines an indicative location for each of the themes detailed in **Table 7-1**.

**Table 7-1** Social Infrastructure Needs

Theme	Zoning	Use	Potential Location	Area (HA) where applicable	Checklist	Delivery Mechanism
<b>Education</b>						
Primary school	E	Education	Leixlip West – Option of Zonings within Zoning Matrix	1.6	√	Dept. of Education
Primary school	E	Education	Confey – UDF – CE lands CH1	1.6	√	Dept. of Education
Secondary school	E	Education	Confey UDF – CE lands CH2	4.5	√	Dept. of Education
<b>Childcare</b>						
20 child places per 75 new residential units	Refer to zoning matrix	Childcare	Refer to Zoning Matrix – Provision in tandem with new residential development.	N/A	Case by case basis	Private developer-led alongside new development
<b>Health</b>						
1 no. primary care centre	E, TC, (A), MU, T, Q	Community Health	Options: Town Centre, Community Education, Confey Mixed Use Development, Collinstown Business Campus	c. 1ha	√	Developer / Council / Other

Social/Community						
2 no. community Services	E	Community Use	Confey UDF Community Hub Character Area, Town Centre or other CE lands.	c. 2.9ha Within Confey UDF	√	Developer / Council / Other
Arts/Culture						
New community Facility	E	Community Use	Confey UDF Community Hub Character Area, Town Centre or other CE lands.	c. 2.9ha Within Confey UDF	√	Developer / Council / Other
Faith						
Expansion of existing cemetery (short term), New Cemetery (long term)	E  I	Cemetery	Confey UDF 0.4ha additional space at existing Cemetery and car parking provision within CH1.  Long term provision within agricultural lands.	0.4	√	Council / Other Funding Mechanism
Outdoor Sports						
7ha of outdoor sports	F1	Open Space and Amenity	Confey New GAA facilities + 4.34 (total new 7.22ha)	c. 7.22	√	Private Developer-led alongside new development
Equipped/Designated Play Spaces						
Local areas for play	F1, F2, B, C	Open Space and Amenity, Existing Residential, New Residential	In accordance with section 17.4.7 of the Kildare County Development Plan open space shall be provided within greenfield sites at a rate of 15% of the site area.  The Local Area Plan proposes to zone c. 67.8ha of strictly new residential lands within Key Development Areas and within the Confey UDF lands. The provision of local areas for play i.e. open space areas will generally equate to 15% of this overall area.	c. 10.2ha	√	Private Developer-led alongside new development
Local equipped play areas	F1, F2, B, C, E, T	Junior and Senior play space	Confey UDF, Character Area 1 Lough Na Mona OS lands Linear Parklands Celbridge Road East Linear Parklands Leixlip Amenities (Existing) The Wonderful Barn KDA Riverforest Park Open Space Area Cluster St. Catherine's Park	Range 0.25ha – 0.5ha for each equipped play space	√	Private Developer-led alongside new development with the exception of Lough Na Mona Lands and the Riverforest Park Open Space Cluster.

Neighbourhood equipped play areas	F1, F2		Confey UDF, Zone F Parklands (North-east) Lough Na Mona OS lands Linear Parklands Celbridge Road East Linear Parklands Leixlip Amenities The Wonderful Barn KDA Riverforest Park Open Space Area Cluster St. Catherine's Park	Range 0.25ha – 0.5 for each equipped play space	√	Private Developer-led alongside new development with the exception of Lough Na Mona Lands and the Riverforest Park open space cluster.
Multi-use games areas	F1, F2		Confey UDF, Zone F Parklands (North-east) Wonderful Barn KDA Leixlip Amenities Riverforest Park Open Space Area Cluster St. Catherine's Park	Range 0.3ha – 0.6 for each equipped play space	√	Private Developer-led alongside new development with the exception of the Riverforest Park open space cluster.

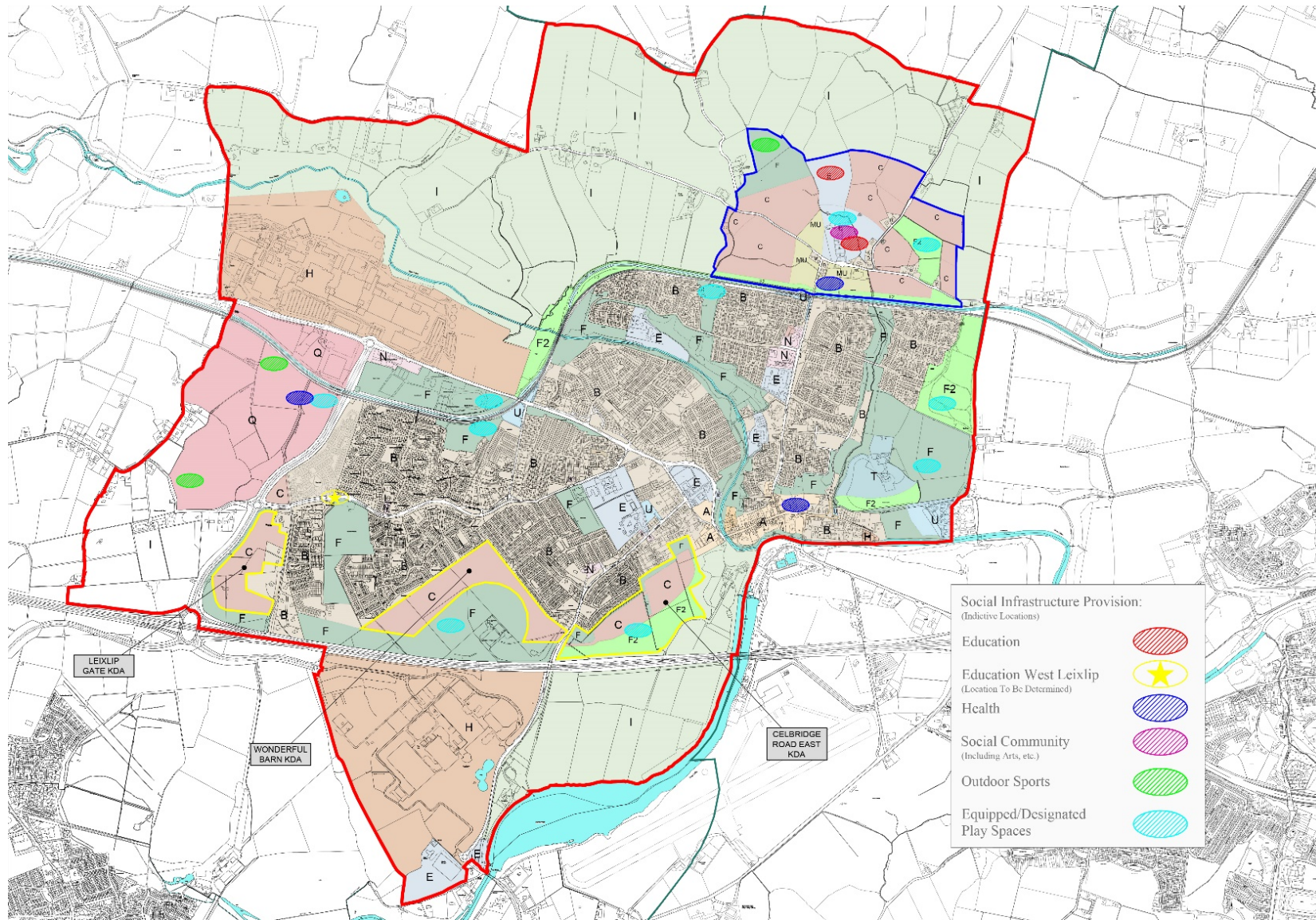


Figure 7-1 Social Infrastructure Provision – Indicative Locations



## 7.5 Education, Childcare and Health Facilities

### Policy HC3 – Social Infrastructure

**HC3** *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.*

#### Objectives

It shall be an objective of the Council:

- HC3.1** To support and facilitate improvements to existing educational, childcare and healthcare facilities within the Leixlip LAP area.
- HC3.2** To require the provision of childcare spaces per dwelling on a pro-rata basis in new Key Development Areas, in accordance with the phasing requirements set out in **Section 12** of the LAP and the Urban Design Framework for the new residential neighbourhood at Confey.
- 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

## 7.6 Other Community, Sports and Recreational Facilities

### Policy HC4 – Community Facilities

**HC4** *It is the policy of the Council to facilitate and support a broad range of community, cultural and recreational facilities to serve the needs of the residents of Leixlip.*

#### Objectives

It shall be an objective of the Council:

- HC4.1** To support and facilitate the provision of multi-functional community facilities to meet the needs of the population of Leixlip.
- HC4.2** To support and facilitate limited additional capacity at the existing cemetery at Confey in accordance with the Urban Design Framework for the new Neighbourhood at Confey and facilitate the development of a new cemetery within lands zoned for Agricultural use north of Confey.
- HC4.3** To support, promote and facilitate the development of cultural, arts and performance spaces in Leixlip.
- HC4.4** To support and facilitate the development of a Primary Care Centre in Leixlip.

## 8. Movement and Transport

***To promote and facilitate a sustainable transport system for Leixlip that prioritises walking, cycling and public transport and provides an appropriate level of road infrastructure, road capacity and traffic management to support future development.***

A Strategic Transportation Assessment (STA) was undertaken to inform the Local Area Plan (LAP). The STA was undertaken by consulting engineers in conjunction with Kildare County Council. The STA considered active (walking and cycling) transport modes, public (bus and rail) and private transport modes and provided guidance on the transportation infrastructure that is required to support the growth and expansion of Leixlip. The assessment proposes a strong focus on active modes and public transport. The provision of road links to development lands are assessed to provide appropriate and sustainable connectivity to the strategic road network.

The availability of high quality public transport and accessibility to the strategic road network are key advantages for Leixlip in the context of its location within the Dublin Metropolitan Area (DMA). However, circulation around and through the town is constrained particularly from the north at Captain's Hill and Confey.

### 8.1 Walking and Cycling

Leixlip has a well-developed pedestrian network. The quality of footpaths is generally good, however there are some notable deficiencies in continuity and the quality of off-road pedestrian routes in particular. The town centre would benefit from improved pedestrian footpaths, crossings and priority along Main Street and Captain's Hill. The Council will continue to implement footpath improvements through its operations programme as resources allow and will prioritise busy routes and crossings.

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.

There are a number of off-road pedestrian routes in and 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); and other links from Leixlip to Celbridge (Celbridge-Leixlip).

Existing cycleways in Leixlip include the segregated cycle path along the R449 linking Castletown and Celbridge to Leixlip. 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:

- 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.



Source: Cycle Network Plan for GDA – Leixlip (NTA)

**Figure 8-1** Cycle Network Plan for Greater Dublin Area – Leixlip

The objectives of the LAP support the delivery of a high-quality, permeable and attractive pedestrian and cycle network in Leixlip that allow for multiple direct connections between existing key destinations and nodes where high quality amenity/tourism facilities could be provided. The LAP supports the recommendations of the Leixlip Strategic Transportation Assessment (STA) including:

- The upgrading of existing off-road pedestrian routes within the town to cater for pedestrians and cyclists;
- The provision of pedestrian/permeability improvements between the identified new neighbourhood at Confey and the existing built-up area of Leixlip across the Royal Canal and railway line;
- Opportunities for potential local permeability improvements are identified in the Strategic Transport Assessment (STA). Such routes provide more direct and safer pedestrian and cyclist access to schools, shops, public transport nodes, amenity areas and community facilities; and
- The removal of barriers such as boundary walls/hedges along existing or future desire lines.

A number of identified potential connections and greenways are identified in **Map No. 1 Leixlip Transport Map**.

#### **Policy MT1 – Walking and Cycling**

**MT1** *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.*

#### **Objectives**

It shall be an objective of the Council:

- MT1.1** To ensure all footpaths in Leixlip provide adequate access for persons with a disability or who have impaired mobility.
- 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.
- 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 Natura Impact Statement (NIS) accompanying the NTA Plan.
- MT1.4** To improve, maintain and enhance the following routes for use by both pedestrians and cyclists:
- (i) Captain’s Hill (R149);
  - (ii) Accommodation Road;
  - (iii) Old Hill;
  - (iv) Dublin/Lucan Road from Main Street to the country boundary (R148);
  - (v) Celbridge Road (R404);
  - (vi) Silleaseáin Lane;
  - (vii) Distillery Lane;

- (viii) Rye Valley to the Glen; and
- (ix) Mill Lane to St. Catherine's Park.

These options will be explored in further detail and subject to ecological analysis and assessment in order to safeguard the Rye Water Valley / Carton SAC.

- MT1.5** 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.
- MT1.6** To provide a footbridge over the Rye Water with associated paths to connect Confey Community College to nearby housing estates.
- MT1.7** To provide appropriate new pedestrian linkages to improve access to the Louisa Bridge Station and to the Intel campus, including the provision of a new pedestrian/cycle bridge to provide direct access to the Royal Canal greenway and nearby amenities.
- 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.
- MT1.9** To provide secure and dry bicycle parking facilities at appropriate locations:
- (i) In the town centre; and
  - (ii) Near heritage, community and amenity destinations.
- MT1.10** To facilitate the development of a new pedestrian and cycle link between Mill Lane, Main Street and Captain's Hill in accordance with the development objectives for the identified regeneration site detailed in **Section 5** of this plan.
- 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).
- MT1.12** To improve access, security and safety along the Royal Canal towpath, including:
- (i) Improved pedestrian access from Cope Bridge to the towpath;
  - (ii) Improved car-parking facilities adjacent to Royal Canal entry points at Cope Bridge and Louisa Bridge; and
  - (iii) The integration of the towpath with the new development at Confey.
- 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.

#### **Actions**

- To facilitate and support the implementation of the Royal Canal Way / North Kildare Cycleway through Leixlip (part of the Dublin - Galway Greenway Project).
- To identify and provide suitable sites for bicycle racks.
- To investigate feasibility of, and facilitate opportunities for, overpass pedestrian and cycle links in Leixlip.

## 8.2 Public Transport

Leixlip is located on the Dublin – Sligo Railway Line and is served by two rail stations, Confey and Louisa Bridge. Both stations are served by the Dublin - Maynooth commuter rail service provided by Iarnród Éireann.



The DART Expansion Programme is a key project in the delivery of an integrated rail transport network for the Dublin region and includes the electrification of the Dublin-Sligo rail line from Connolly Station to Maynooth, together with the removal of level crossings and re-signalling. The design and planning stages of this project are underway with a target of 2021 for construction works to begin on the project. The realisation of this project will improve the number and frequency of train services in addition to improved journey times.

Electrification of the rail line is likely to have design implications for Confey Station and, subject to detailed design, the replacement of Cope Bridge. The provision of a new bridge structure has wider implications for the town in terms of improved vehicular, pedestrian and cyclist provision and capacity.

Dublin Bus operates a number of routes linking Leixlip to Dublin City Centre. Direct routes include the 66a, the 66b and the 66e. Other routes include the 66 (from Merrion Square to Maynooth) and 66x (from UCD Belfield to Leixlip/Maynooth). One Nightlink route operates Friday – Saturday (66n). The Naas/Blanchardstown 139 bus service provides further connections between the plan area and Ongar/Blanchardstown to the north and Naas to the south via Maynooth.

The NTA is undertaking a strategic review of the bus services in the Dublin metropolitan area under the Bus Connects programme. This programme is reviewing existing bus services and aims to transform Dublin City bus services with the provision of a quick and interconnected bus network. Of relevance to Leixlip is the study of orbital routes connecting points north and south of Leixlip in addition to existing services between Dublin City Centre and Maynooth.

The Leixlip Strategic Transportation Assessment considers that bus priority will be critical to the success of sustainable transportation modes. Bus priority at congestion points needs to be addressed through the provision of bus priority signals at Cope Bridge together with bus priority at junctions within the town where feasible.

**Policy MT2 – Public Transport**

**MT2** *It is the policy of the Council to promote the sustainable development of Leixlip by supporting and guiding the relevant national agencies in delivering improvements to the public transport network and to public transport services.*

**Objectives**

It shall be an objective of the Council:

- MT2.1** To focus people-intensive land uses around existing and planned public transport nodes and improve access to services.
- MT2.2** To support and facilitate the delivery of electrification and upgrading of the Dublin – Sligo rail line from Connolly Station to Maynooth, including improvements to Cope Bridge.
- MT2.3** To engage with the NTA to support and facilitate the improvement of bus services in Leixlip, including the implementation of the Bus Connects 'Dublin Area Bus Network Review', and the provision of any new or upgraded infrastructure required in order to enhance the viability of travel by bus.
- MT2.4** To engage with the National Transport Authority (NTA), Dublin Bus, Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Leixlip including the provision of bus priority measures to ensure the free running of bus services through the town centre and the provision of bus turn around facilities proximate to Confey Station.
- MT2.5** To provide for improved access to Confey railway station in consultation with the National Transport Authority (NTA) and Irish Rail supporting the sustainable development of the Confey area.
- MT2.6** To investigate the feasibility of local Park and Ride facilities in Leixlip in line with the principles set out in Section 5.10 of the Transport Strategy for the Greater Dublin Area 2016-2035.
- MT2.7** To liaise with the National Transport Authority (NTA) to consider the potential for the provision of a new railway station and strategic park and ride facility on lands at Collinstown.
- MT2.8** To liaise with the NTA to consider the potential for the provision of a new railway station and strategic park and ride facilities on lands at Collinstown.
- MT2.9** To review the configuration and movement of pedestrian, cycle, public transport and private vehicle modes at the junction of Main Street and Captain's Hill in order to prioritise the sustainable movement of people.

**Action**

- To continue to promote the provision of improved public transport services and facilities to serve the population of Leixlip through ongoing liaison with statutory agencies and public transport providers.

**8.3 Road and Street Network**

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 (former 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 Fingal County Council before heading northwards to Barnhill, Hansfield, Ongar, Clonee and the M3.

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. Additionally, 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 experienced 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 Business Campus, significant industrial lands located on the former Hewlett Packard site on the south side of the M4. These lands are also accessed from junction 6 of the M4 via Barnhall Road and the R404 (Celbridge Road).



Figure 8-3 Key Road Network in Leixlip

Residential areas to the north of the town are located east and west of Captain's Hill and the R149 and people living in these areas must access the wider road network through the town centre or across Cope Bridge leading to congestion at these pinch points during peak times. In more recent years residential development has occurred along Green Lane which has direct access on to the R449.



The LAP acknowledges the importance of accessibility to the strategic road network for major industrial/employment generating facilities in Leixlip and for those already living in the town. The LAP also identifies the potential for significant development to the north of the Royal Canal and Cope Bridge, however improved access to this area as part of the future development of the strategic road network will be required to facilitate such development. In considering strategic access to potential future development lands, it is important to account for current constraints within the town, and where possible to incorporate measures to improve accessibility, particularly for the residential areas adjacent to Captain's Hill.

There is an identified need for upgrades and new vehicular, pedestrian and cycle connections to improve the accessibility to existing residential estates accessed from Captain's Hill and to provide access to the planned new housing to the north of the town. Improving vehicular circulation around the town would also provide additional route options which would enhance the attractiveness of the town centre by reducing congestion in the vicinity of the existing junction of Captain's Hill and Main Street. **Map No. 1 Leixlip Transport Map** identifies new connections that will be required in order to serve the new neighbourhood at Confey.

The LAP supports the provision of capacity enhancements to the strategic road network in particular the management of traffic to optimise and protect capacity at the M4 - R449 Leixlip/Celbridge Interchange. The provision of additional capacity on the M4 between Maynooth and Leixlip/Lucan as identified in Section 8.4 'Transport Investment Priorities' the Regional Spatial and Economic Strategy is also supported.

The Leixlip Strategic Transportation Assessment has considered the road requirements within the town having regard to the extent of proposed residential development during the lifetime of the plan and beyond. The assessment provides a preferred phasing of improvements to, and provision of, strategic local roads as the town develops.

The Local Area Plan is supportive of measures to improve the transportation network for the North-east Kildare area including the potential for connections to the north and southeast of the Leixlip Plan area.

### **Policy MT3 - Roads**

**MT3** *It is the policy of the Council to maintain, improve and extend the local road network in and around Leixlip to ensure a high standard of connectivity and safety for all road users.*

#### **Objectives**

It shall be an objective of the Council:

- MT3.1** To maintain and improve, as required, the local road network to ensure a high standard of road quality and safety.
- MT3.2** To support the implementation of the following road improvement schemes, subject to the availability of funding and environmental and conservation requirements:
- (i) The improvement of the bridge at Confey Railway Station to provide two traffic lanes, segregated cycle tracks and footways and the adjacent junctions at the entrances to Glendale and River Forest estates.

	<ul style="list-style-type: none"> <li>(ii) The realignment of the R148 (Maynooth Road) at Collinstown in line with the approved Part 8.</li> <li>(iii) Improvement of the L1015 and L1014 west of Confey.</li> <li>(iv) The improvement of the junction of Main Street and Mill Lane.</li> <li>(v) Capacity enhancements of the M4 Leixlip to Maynooth as provided for in the NTAs Transport Strategy for the Greater Dublin Area 2016-2035 and the Regional Spatial and Economic Strategy.</li> </ul>
<b>MT3.3</b>	To implement the recommendations of the Leixlip Strategic Transport Assessment including road improvement measures required to provide access to and facilitate the development of a new neighbourhood at Confey and improved accessibility over the canal and railway line to facilitate permeability and connectivity.
<b>MT3.4</b>	To support the development of a North-east Kildare Strategic Land Use and Transportation Study in accordance with objective MTO2 of the Kildare County Development Plan 2017-2023 including investigations for potential connections to the north and south east of the Leixlip Plan area with adjoining counties.
<b>MT3.5</b>	To require the following road improvements for the new neighbourhood at Confey in accordance with the phasing programme for the delivery of this new neighbourhood (as set out in Appendix A – Confey Urban Design Framework): <ul style="list-style-type: none"> <li>(i) The realignment and improvement of the R149 (Confey Road) between the L1015 (Kellystown Lane) and the county boundary with Fingal.</li> <li>(ii) The upgrading of the L1015 and L1014 (Kellystown Lane) or an alternative north-south connection west of the R149.</li> </ul>
<b>MT3.6</b>	To facilitate the improvement of the intersection between the R149 (Captain’s Hill) and the R148 (Main St.) and the intersection between the R404 (Celbridge Road) and R148 (Station Road).
<b>MT3.7</b>	To secure improved access to The Wonderful Barn and the Celbridge Road (east) lands from the R404 (Celbridge Road) as part of the future development of these lands.
<b>MT3.8</b>	To ensure that any significant new development takes place in proximity to public transport routes and can be adequately served by the road network.
<b>MT3.9</b>	To provide traffic calming and speed reduction measures throughout the town, where necessary as funding allows and ensure that all new developments are designed to incorporate appropriate traffic calming measures as set out in the Design Manual for Urban Roads and Streets.
<b>MT3.10</b>	To implement the recommendations of the Kildare Noise Action Plan to reduce, where necessary, the harmful effects of traffic noise, through appropriate mitigation measures in accordance with CDP Objective RS03.
<b>MT3.11</b>	To ensure that all significant development proposals for KDAs and masterplan lands at Collinstown, Confey and the Liffey Business Campus (former Hewlett Packard site) are subject to Transport Impact Assessments (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines (NRA, 2014) and informed by the ‘Area Based Transport Assessment’ Advice Note (TII and NTA. 2018).
<b>MT3.12</b>	To investigate the feasibility of a new link road from the Celbridge Road (R404) to the south of the M4 connecting to the M4 Leixlip/Celbridge Interchange in consultation with TII, NTA and other stakeholders.

<b>MT3.13</b>	To complete the through public road to connect the Celbridge Road (at Former HP site) to M4 Interchange Junction 6 prior to the commencement of Celbridge Road East KDA.
<b>MT3.14</b>	To investigate the installation of appropriate traffic safety and calming measures to address the issue of through traffic using the Castletown housing estate.
<b>Action</b>	
	<ul style="list-style-type: none"> <li>• To implement the agreed recommendations of the Green Lane-Easton Road Safety Assessment (January 2017) during the lifetime of the plan.</li> </ul>

## 8.4 Car Parking

The main public car park in the town centre is at Arthur Guinness Square. There is limited on-street car parking on Main Street with the exception of spaces on either side of Captain's Hill near the junction with Main Street. There are a number of private car parks in the town centre linked with existing businesses including the recent provision of a car park by Aldi at the west end of Main Street.

The regeneration site at the east end of Main Street described in **Section 5** of this LAP proposes the provision of a public car park as part of a mixed use development along with integrated pedestrian and cycle connectivity to the adjoining commercial areas on Main Street and Captain's Hill.

The development management standards set out in Section 17 of the Kildare County Development Plan 2017 – 2023 include parking standards for new development.

### Policy MT4 - Parking

**MT4** *It is the policy of the Council to manage the provision of parking to provide for the needs of residents, business and visitors to Leixlip Town Centre.*

#### Objectives

It shall be an objective of the Council:

- MT4.1** To have regard to the parking standards in the Kildare County Development Plan and relevant Section 28 Guidelines in considering applications for planning permission in Leixlip.
- MT4.2** To facilitate the delivery of off-street car parking at suitable locations, including the provision of a public car park within the regeneration site identified north of Main Street as detailed in **Section 5** of this LAP.
- MT4.3** To continue to manage public parking areas within the town centre and encompass new public parking areas to ensure that the limited parking provision supports the business and services provided in the town centre and that inappropriate parking in residential areas is minimised.

## 9. Infrastructure and Environmental Services

*To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure.*

The availability of high-quality infrastructure networks and environmental services is critical to securing investment, creating sustainable and attractive places, ensuring health and well-being and safeguarding the environment. In this regard, a Sustainable Planning and Infrastructural Assessment (SPIA) was carried out to inform the appropriate zoning of land and accompanies the LAP.

### 9.1 Water Supply and Wastewater

Irish Water is responsible for the provision of public water services (water supply and foul drainage) on a national basis. It is an objective of Irish Water to provide both drinking water and wastewater capacity to facilitate future settlement growth, in line with national and regional planning policies and objectives, subject to the availability of funding, and environmental and financial sustainability criteria. Kildare County Council retains its role in facilitating the provision of adequate water services, in conjunction with Irish Water, at a local level, through Service Level Agreements (SLAs).

In 2015 Irish Water published its Water Services Strategic Plan (WSSP), which sets out strategic objectives for the delivery of water services over a 25-year period and a context for investment and implementation plans. Irish Water and Kildare County Council will continue to work together to identify the water services required to support planned development in line with national and regional planning policies for inclusion in the Irish Water Capital Investment Plans.

#### 9.1.1 Water Supply

Leixlip is connected to the North Regional Water Supply scheme which is serviced by the Ballygoran Reservoir. The Leixlip Water Treatment Plant (WTP) provides the water supply for the town. The Leixlip WTP is the second largest in the country and supplies 30% of the region's water. Irish Water indicates that there is adequate water supply to cater for the future demands generated during the lifetime of this LAP.

#### 9.1.2 Wastewater

Leixlip forms part of the Lower Liffey Valley Regional Sewerage Scheme (LLVRSS) which also serves Celbridge, Maynooth, Kilcock and Straffan. The Leixlip Wastewater Treatment Plant (WwTP) has a capacity of 150,000 population equivalent (PE). Irish Water indicates that this will provide capacity to cater for the needs of the Lower Liffey Valley catchment in the short to medium term however it advises that there is limited capacity at the treatment works and new connections will be on a first come/first served basis.

Irish Water currently has two projects underway that will divert flows from the Leixlip Wastewater Treatment Plant, and this will have the effect of increasing capacity. The first project will divert wastewater flows to the 9C sewer and on to Ringsend Wastewater Treatment Works and the second project will ultimately divert these flows to the Greater Dublin Drainage Project (GDD). The earliest these diversions will take place is Q4 2022.

With regard to the sewer network, Irish Water is currently undertaking studies to prepare a Drainage Area Plan (DAP) and model for the Leixlip area. The report and model will identify the main issues in the area and propose remedies. The estimated date for completion of the study is late 2020.

Irish Water has confirmed that foul sewers are located immediately adjacent to or in close proximity to the majority of the sites identified for significant residential development within the LAP area with the exception of a small number of sites where trunk sewers traverse the lands. Way leaves around the existing pipes will need to be considered in such instances.

Irish Water indicates that there is a new 750mm diameter foul sewer in the north of the LAP area which has the potential to facilitate the future development of lands at Confey. The delivery of the new neighbourhood at Confey in accordance with the Urban Design Framework for these lands (As set out in Appendix A) will require the cooperation of Irish Water.

### **Policy I1 – Water Supply and Wastewater**

**I1** *It is the policy of the Council to work in conjunction with Irish Water to protect existing water and wastewater infrastructure in Leixlip, to maximise the potential of existing capacity and to facilitate the timely delivery of new water services infrastructure to facilitate future growth.*

#### **Objectives**

It shall be an objective of the Council:

- I1.1** To work in conjunction with Irish Water to promote the ongoing upgrade and expansion of water supply and wastewater services to meet the future needs of Leixlip.
- I1.2** To maximise the sustainable and efficient use of existing capacity in water services in the planning of new development.
- I1.3** To seek to ensure that adequate water services will be available to service development prior to the granting of planning permission for development.
- I1.4** To seek to ensure that development proposals comply with the standards and requirements of Irish Water in relation to water and wastewater infrastructure.

## **9.2 Surface Water and Ground Water**

The management of surface water and protection of groundwater is part of the Council's sustainable water services policy. Adequate storm water drainage and retention facilities are necessary to accommodate surface water run-off resulting from current and future developments in Leixlip. The use of Sustainable Drainage Systems (SuDS) and the provision/safeguarding green infrastructure in new developments will contribute to surface water retention and help to reduce and prevent flooding, by aiding the natural drainage of a site.

Irish Water is preparing a National Water Resources Plan (NWRP). This strategic plan for water services will outline moves towards a sustainable, secure and reliable public drinking water supply over the next 25 years, whilst safeguarding the environment. The NWRP will outline how Irish Water intends to maintain the balance between the supply from water sources around the country and the demand for drinking water over the short, medium and long term. This will allow planning for the

future and ensure the provision of sufficient safe, clean drinking water to facilitate the social and economic growth of Ireland. Kildare County Council will work with and support Irish Water in delivering the NWRP.

The objective of the EU Water Framework Directive (WFD) is to protect and restore good water quality, which is carried out through the implementation of River Basin Management Plans in Ireland. Leixlip is located within the Eastern River Basin District. This Water Management Unit contains the Leixlip Liffey Reservoir, the Rye River and the River Liffey waterbodies. The status of surface water ranges from “bad” to “moderate” with an objective to ‘restore’ and ‘protect’ the water quality.

Groundwater in the western and north western section of the LAP area is for the most part categorised as moderately vulnerable. In the remaining eastern section of the plan area groundwater is highly vulnerable with sections of extreme vulnerability. The objective of the LAP is therefore to protect these resources from further deterioration.

### **Policy I2 – Surface Water and Groundwater**

**I2** *It is the policy of the Council to maintain and enhance the existing surface water drainage systems in Leixlip and to protect surface and ground water quality in accordance with the Water Framework Directive.*

#### **Objectives**

It shall be an objective of the Council:

- I2.1** To carry out surface water infrastructure improvement works as required.
- I2.2** To incorporate Sustainable Urban Drainage Systems (SuDS) as part of all plans and development proposals in Leixlip. Proposals for Key Development Areas, lands at Confey and Collinstown Business Campus should address the potential for SuDS to control surface water outfall and protect water quality.
- I2.3** To maintain, improve and enhance the environmental and ecological quality of surface waters and groundwater in Leixlip in accordance with the River Basin Management Plan for Ireland and in conjunction with the Environmental Protection Agency.
- I2.4** To require applicants to demonstrate that proposals will not negatively impact on the status of a waterbody, in accordance with the requirements of the Water Framework Directive and the River Basin Management Plan for Ireland.
- I2.5** To protect both ground and surface water resources and to work with Irish Water to develop and implement Water Safety Plans to protect sources of public water supply and their contributing catchments.

#### **Action**

- To encourage ‘daylighting’/deculverting and the restoration of culverted water bodies within the town as a natural method of flood management.

### 9.3 Flood Risk Management

There is a recognised history of flooding in Leixlip and in 2000 and 2002 flood events were recorded on Main Street. However, flood alleviation works have been undertaken in association with the Office of Public Works (OPW) including near Distillery Lane and Main Street. Areas susceptible to flooding are identified on **Map No.5 Leixlip Flood Risk Map**.

In line with the *Planning System and Flood Risk Management Guidelines for Planning Authorities* (2009), Strategic Flood Risk Assessment (SFRA) has informed the preparation of the LAP. The LAP avoids development in areas at risk of flooding and has substituted vulnerable land uses with a less vulnerable use where this is not possible. Where neither is possible, mitigation and management of risks must be proposed. Justification tests<sup>9</sup> were carried out on a number of sites and are detailed in the SFRA report accompanying this Plan.

The SFRA has recommended that development proposals for a number of areas within the plan boundary should be the subject of site-specific flood risk assessment appropriate to the nature and scale of the development being proposed.

The SFRA of the Plan is informed by the Catchment Flood Risk Assessment and Management (CFRAM) Programme which, under the responsibility of the OPW, deals with fluvial flood risk.

#### **Policy I3 – Flood Risk Management**

**I3** *It is the policy of the Council to manage flood risk in Leixlip in conjunction with the OPW and in accordance with the requirements of the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) and circular PL02/2014 (August 2014).*

#### **Objectives**

It shall be an objective of the Council:

- I3.1** To manage flood risk in Leixlip in accordance with the requirements of *The Planning System and Flood Risk Management Guidelines for Planning Authorities*, DECLG and OPW (2009) and Circular PL02/2014 (August 2014).
- I3.2** To ensure development proposals within the areas outlined on the Flood Risk Map are the subject of Site-Specific Flood Risk Assessment, appropriate to the nature and scale of the development proposed.
- I3.3** To support and co-operate with the OPW in delivering the Eastern CFRAM Programme applicable to Leixlip.

### 9.4 Energy Supply and Communications

There are high voltage transmission lines traversing existing residential and amenity land uses in Leixlip. They also traverse land intended for residential, enterprise and employment and recreational uses. The transmission lines in the area are double circuit 110 kV lines including associated loops

<sup>9</sup> Justification tests are used to assess the appropriateness of developments in flood risk areas. For further detail, refer to the Strategic Flood Risk Assessment which accompanies the LAP.

servicing the former Hewlett Packard site and Intel. Upgrades to the transmission network to service these major industrial connections are planned.

While the presence of the high voltage transmission lines in Kildare enables the county and Leixlip to be in a position to meet future electricity demands of customers, the concentration of such infrastructure to the west of the town has implications in terms of visual impact and land use compatibility.

The ESB Hydroelectric Power Station, built in the mid-1940s by the ESB on the River Liffey, is located within the LAP boundary. Leixlip is also served by a natural gas network operated by Gas Networks Ireland (GNI).

Broadband is readily available in Leixlip. A number of telecoms providers have network infrastructure serving the area and provide various types of connectivity from fixed line to wireless and mobile broadband. There is an existing 30m communications mast located to the rear of Mill Lane.

#### **Policy I4 – Energy and Communications**

**I4** *It is the policy of the Council to promote and facilitate the development and renewal of energy and communications networks in Leixlip, while protecting the amenities of the town.*

#### **Objectives**

It shall be an objective of the Council:

- I4.1** To support the statutory providers of national grid infrastructure by safeguarding existing infrastructure and strategic corridors from encroachment by development that might compromise the operation, maintenance and provision of energy networks.
- I4.2** To support and facilitate the provision of telecommunications infrastructure in Leixlip, subject to safety and amenity requirements.
- I4.3** To seek the undergrounding of all electricity, telephone and television cables in the town.
- I4.4** To discourage a proliferation of above ground utility boxes in the town and to seek screening measures in conjunction with the provision of such structures.
- I4.5** To support the ESB in identifying a suitable alternative site for the relocation of the existing telecommunications mast at Mill Lane.
- I4.6** To promote and encourage the use of renewable energy technologies in existing and proposed building stock within the LAP area subject to consideration of environmental, conservation and visual requirements.

#### **Action**

- To liaise with EirGrid in relation to the rationalisation of transmission infrastructure and/or underground routing of overhead power lines in Leixlip.



## 9.5 Pollution and Environmental Services

The strategy for pollution and environmental services seeks to conform with European, national and regional policy in relation to pollution control (air, noise and light) and waste management and to maintain and improve environmental services and amenities in Leixlip.

The Council recognises the importance of maintaining the town free from litter and protecting it from indiscriminate dumping and bill postering. Along with its legal obligations, the Council will work with the Tidy Towns Committee, schools and local residents' associations to increase awareness of waste recycling and litter control.

Refuse collection in Leixlip is currently carried out by a number of private contractors and Kildare County Council operated recycling facilities for glass and cans are located at Lidl (Maynooth Road) and the Church of our Lady's Nativity (Station Road). The Council will continue to encourage recycling and the minimisation of waste through its environmental education programme and the Green-Schools programme.

### **Policy 15 – Pollution and Environmental Services**

**15** *It is the policy of the Council to protect environmental quality in Leixlip through the implementation of European, national and regional policy and legislation relating to air quality, greenhouse gases, climate change, light pollution, noise pollution and waste management.*

#### **Objectives**

It shall be an objective of the Council:

- 15.1** To adequately maintain recycling facilities and to secure the provision of additional facilities, as required, including in conjunction with development.
- 15.2** To avoid, prevent or reduce harmful effects on human health and the environment as a whole through promoting the preservation of best ambient air quality with sustainable development.
- 15.3** To support the take-up and use of ultra-low emissions vehicles and encourage, through the development management process the provision of electric vehicle charging infrastructure, where appropriate.

## 10. Built Heritage and Archaeology

*To protect, conserve and manage the unique built heritage of the town and to encourage sensitive sustainable development so as to ensure its survival and maintenance for future generations.*

The rich history of Leixlip, from its origins as a Viking outpost through periods of Norman and Georgian architectural influence, is reflected in the variety and quality of the built heritage that characterises the town today.

Leixlip Town Centre retains much of its Georgian character, with a handsome mid-eighteenth century mall and other Georgian buildings as well as many well sited big houses along the Liffey Valley. This built heritage has the potential to attract visitors and tourism to the area.

The town is characterised by many features of architectural and archaeological interest, many of which are protected under National Monuments legislation and/or planning legislation.

The policies and objectives of the LAP in relation to the built heritage of Leixlip have been carefully considered in order to protect, enhance and promote an appreciation of this important asset as well as safeguarding the continued sustainable use of this important building stock and associated features.



### 10.1.1 Record of Protected Structures

The Planning and Development Act 2000 (as amended), places an obligation on local authorities to include objectives for the protection of structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Archaeological structures may, in some situations, be considered as architectural heritage and, therefore, may appear on both the Record of Monuments and Places (RMP) and the Record of Protected Structures (RPS). The Record of Protected Structures which includes structures in Leixlip is contained within the County Development Plan.

**Table 10-1** (see overleaf) is an extract from the Record of Protected Structures and is reproduced in the LAP for information purposes only. These structures merit protection and enhancement and in many cases have been identified by the National Inventory of Architectural Heritage (NIAH) for that reason. The NIAH for Kildare was completed in 2003 and the Council completed a review of the RPS for the county, including Leixlip, in 2015.

There are a significant number of Protected Structures located within the Main Street area of Leixlip, including Leixlip Castle at the western end of the town, Leixlip Boathouse at the confluence of the Liffey and Rye Water and the eight houses of the Mall, Main Street.

In addition, the RPS includes follies and gatehouses, religious building stock, and building stock associated with the canals and the railway. Of this latter group Louisa Bridge, Leixlip Bridge, Cope Bridge, Deey Bridge, the Toll House (Leixlip Bridge), Leixlip Spa and Aqueduct are particularly noteworthy.

The estate farm complex of Barnhall House, The Wonderful Barn and the pigeon towers at Barnhall, built in 1743, are very important built heritage assets in Leixlip. The dramatic form and visual landmark of the barn and pigeon houses, in particular, offer significant potential for sensitive adaptive re-use as a key tourism/amenity destination.

The policies and objectives of this section should be read in conjunction with **Section 11** – Natural Heritage, Green Infrastructure and Strategic Open Space.

**Table 10-1** Record of Protected Structures, Extract from Kildare County Development Plan 2017-2023<sup>10</sup>

Reference (RPS No.)	NIAH Ref.	Item and Location	Description
B06-03		Confey Church Ruins	Church and Graveyard
B06-04		Tower of Confey Castle	Tower
B06-05		Knockmulrooney Tower in Confey Townland	Knockmulrooney Tower
B06-10		Confey Abbey	Abbey
B06-14	11900602	Deey Bridge and Lock 13, Royal Canal Main Line	Canal Bridge and Lock
B11-06		Kilmacredock Church Ruins	Church
B11-15	11901102	Wonderful Barn complex	Barn
B11-25	11804009	67 Main Street, Leixlip – Leinster Lodge	House
B11-28	11804077	Ralph Square (Off), Leixlip	House
B11-29	11804079	The Stables, Glebe House	House
B11-30	11804070	337 Mill Lane, Leixlip	House
B11-31	11804040	Glebe House, Pound	House
B11-32	11804039	Celbridge Lodge, Church Road, Celbridge	House
B11-33	11804026	14 Main Street	House
B11-41	11804073	St Catherine's Park (Liffey Valley House Hotel)	House
B11-42	11804075	Leixlip House Hotel, Captain's Hill	House
B11-43	11804074	Newton Hill House	House
B11-44	11804076	Leixlip Bridge Toll House, Leixlip Bridge	House
B11-45	11804069	74 Mill Street	House
B11-46	11804066	Black Castle, Mill Street	House
B11-48	11804029	French Estates/John Paul's, Main Street	House with shops
B11-49	11804021	Castle View House, 5 Main Street	House
B11-50	11804022	1 Main Street	House
B11-51	11804023	Ivy House, Main Street	House
B11-52	11804045	Leixlip Castle, Leixlip Demesne	Country House
B11-55	11804047	Leixlip Castle, Leixlip Demesne	Folly
B11-56	11804048	Leixlip Castle, Leixlip Demesne	Outbuilding
B11-57	11804052	Leixlip Castle, Leixlip Demesne	Outbuilding

<sup>10</sup> Please refer to the Kildare County Development Plan 2017-2023 Appendix 3 'Record of Protected Structures'.

Reference (RPS No.)	NIAH Ref.	Item and Location	Description
B11-58	11804053	Leixlip Castle, Leixlip Demesne	Walls/gates/railings
B11-59	11804054	Leixlip Castle, Leixlip Demesne	Walls/gates/railings
B11-60	11804055	Leixlip Castle, Leixlip Demesne	Garden Temple
B11-61	11804056	Leixlip Castle, Leixlip Demesne	Outbuilding
B11-62	11804057	Leixlip Castle Demesne	Outbuilding
B11-63	11804058	Leixlip Castle Demesne	Dovecote (former)
B11-64	11804059	Leixlip Castle Demesne	Outbuilding
B11-65	11804060	Leixlip Castle Demesne	Outbuilding
B11-66	11804061	Leixlip Castle Demesne	House
B11-67	11804062	Leixlip Castle Demesne	Garden Structure (misc.)
B11-68	11804064	Leixlip Castle Demesne	Boat house (former)
B11-69	11804065	Leixlip Castle Demesne	Garden Structure (misc.)
B11-70	11804001	1 The Mall, Main Street	House
B11-71	11804002	2 The Mall, Main Street	House
B11-72	11804003	3 The Mall, Main Street	House
B11-73	11804004	4 The Mall, Main Street	Office
B11-74	11804005	5 The Mall, Main Street	Office
B11-75	11804006	6 The Mall, Main Street	Office
B11-76	11804007	7 The Mall, Main Street	Office
B11-77	11804008	8 The Mall, Main Street	House
B11-78	11804009	Main Street, Leixlip	House
B11-79	11804017	Saint Mary's Church, Main Street	Church
B11-80	11804024	Classic Combination Mini Mart, Main Street	Shop
B11-81	11804025	Main Street	House
B11-82	11804033	Church of Our Lady's Nativity, Pound Street	Church
B11-83	11804078	Leixlip Bridge	Bridge
B11-113	11901101	Leixlip Gate, Barnhall	Walls/gates/railings
B11-115		Ryevale House, Leixlip	House
B11-116		Marshfield House, Mill Lane, Leixlip	House
B11-117		Collinstown House, Collinstown	House
B11-122	11804041	Leixlip Castle	Walls/gates/railings
B11-123	11804046	Leixlip Castle	House

### Policy BH1 – Protected Structures

**BH1** *It is the policy of the Council to preserve and enhance the buildings identified on the Record of Protected Structures and to carefully consider any proposals for development that would affect the special value of such structures, including their historic curtilage, both directly and indirectly.*

#### Objectives

It is an objective of the Council:

**BH1.1** To ensure the protection of all structures, (or parts of structures) and the immediate surroundings including the curtilage and attendant grounds of structures contained in

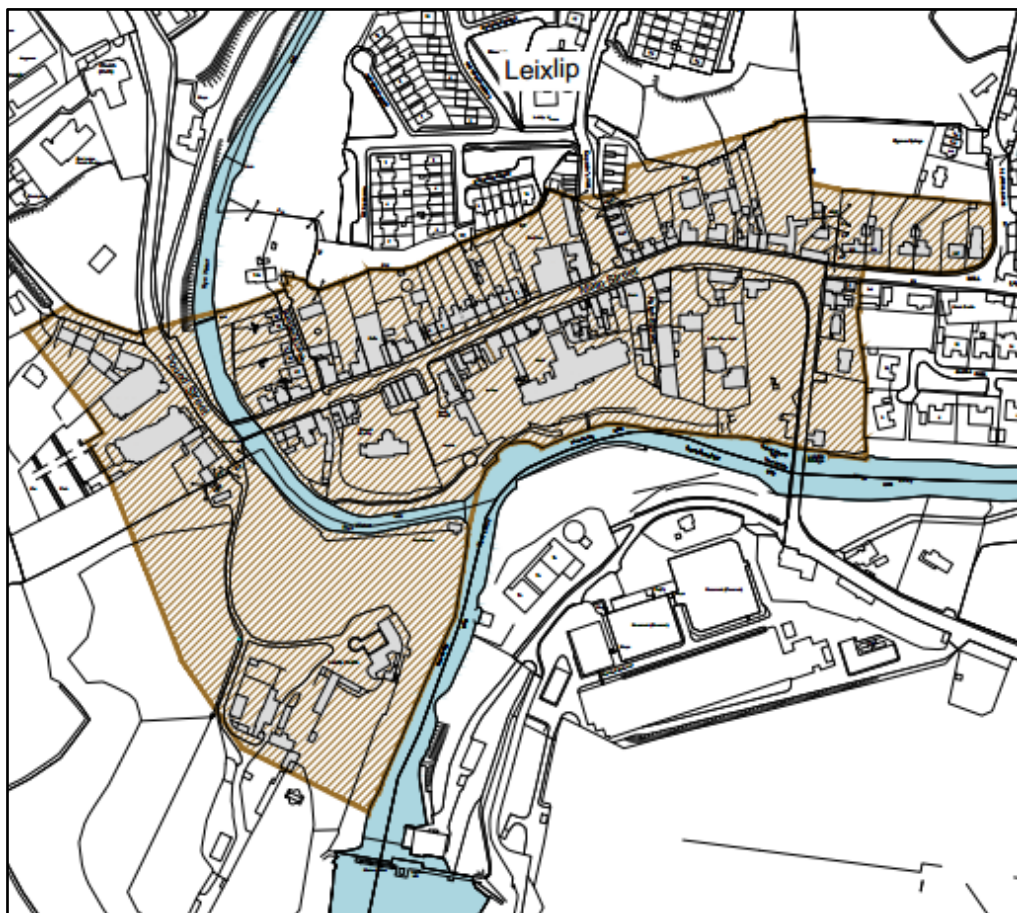
the Record of Protected Structures (refer to **Table 10.1** and **Map No. 2 Leixlip Built Heritage and Archaeology**).

- BH1.2** To acknowledge and promote awareness of the origins, historical development and cultural heritage of the town, to support high quality developments that relate to local heritage and to ensure that new development respects and is responsive to the cultural heritage of Leixlip.
- BH1.3** To protect the landscape character, values, sensitivities, focal points and views in Leixlip, including those identified in the Kildare County Development Plan. This will include, inter alia, the following:
- a) the requirement of a Visual Impact Assessment for developments with potential to impact on areas of significant landscape character, value or sensitivity, including both urban and natural features, significant townscapes and historic buildings, as appropriate.
  - b) prohibit development that will block or interfere with a significant focal point or a view. Where it is considered that a development may impact on focal points or views, proposals must have regard to the significance of any such impact and any appropriate mitigation measures that should be incorporated.
- BH1.4** To support the implementation of the conservation plan for the restoration and management of Leixlip Spa in association with key stakeholders.
- BH1.5** To complete a Conservation Study for The Wonderful Barn and its curtilage to inform potential feasibility studies and public consultation for appropriate use, and to support the implementation of the conservation study for the restoration and management of The Wonderful Barn and associated lands in association with key stakeholders.
- BH1.6** To promote The Wonderful Barn as an integrated tourism attraction including the restoration of the main features of the complex and its historical landscape:
- (i) The re-arrangement of the existing access way.
  - (ii) The integration of car parking facilities,
  - (iii) The consolidation and eventual restoration of the historic buildings.
  - (iv) The reinstatement of the walled garden and rear courtyard;
  - (v) The insertion of complementary commercial uses to ensure a sustainable future for the project. The feasibility of a Discovery Park including play facilities and a picnic area shall be investigated.
- BH1.7** To seek the protection of burial grounds within Leixlip in co-operation with agencies such as the Office of Public Works and the National Monuments Service of the Department of Culture, Heritage and the Gaeltacht (DoCHG) as appropriate.
- BH1.8** To promote the restoration of the Boat House on the River Liffey where it meets the River Rye and to promote the area along the Liffey as a recreational amenity.
- BH1.9** To address dereliction, vacancy and promote appropriate and sensitive reuse and rehabilitation of Protected Structures.

### 10.1.2 Architectural Conservation Area

An Architectural Conservation Area (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. An area in the historic core of Leixlip has been designated as an ACA in the *Kildare County Development Plan 2017 - 2023* (**Figure 10-1** refers and the **Map No. 2 Built Heritage and Archaeology Map**). The area focuses on Main Street and extends to include Leixlip Castle to the southwest and Mill Lane to the east.

It is an objective of the Kildare County Development Plan (ACAO2) to prepare a Statement of Character for the Leixlip ACA. The purpose of the Statement will be to review the boundary and prepare Statements of Character for the Leixlip ACA. An accompanying information/guidance booklet shall be prepared to be circulated to property owners, the general public and Kildare County Council on the type of works that would require planning permission within the ACA while making specific recommendations on how to improve/restore the character of the ACA where required.



Source: Kildare County Development Plan 2017 – 2023

**Figure 10-1** Leixlip Architectural Conservation Area

The rationale for the development of the ACA for Leixlip includes *inter alia*:

- The morphology of the town centre has changed little over time with the majority of buildings located along Mill Street and Main Street dating from the latter part of the eighteenth century and having historical relevance.
- There are a number of single attractive and imposing buildings within the town centre which have been listed in the RPS – including Leixlip Castle overlooking the confluence of the Rye and Liffey rivers.
- There are very attractive buildings that form a strong streetscape within the Town Centre. These predominantly comprise two-storey terraced structures with facades fronting directly onto the street. The terrace of eight houses at the Mall is especially noteworthy.
- There is repetition of architectural features such as pitched roofs, chimney finishes, and timber sash windows.



The LAP will require development within the ACA to be compatible with the sensitive character of Main Street.

#### **Policy BH2 – Architectural Conservation Area**

**BH2** *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.*

#### **Objectives**

It shall be an objective of the Council:

- BH2.1** To ensure that new development, including infill development, extensions and renovation works within or adjacent to the ACA preserve or enhance the special character and visual setting of the ACA including vistas, streetscapes, building line, fenestration patterns and architectural features.
- BH2.2** To have regard to the Kildare Shopfront Guidelines (2013) in the consideration of any proposals within the ACA providing that they contribute to the established pattern, scale, materials and proportions of the buildings within the ACA. Contemporary design that makes a positive contribution to this ACA will also be considered.
- BH2.3** To encourage the retention, repair and re-use of materials which characterise the vernacular architecture of the ACA including stone, slate, timber windows and doors, and decorative render.
- BH2.4** To reduce and prevent visual and urban clutter within the ACA including, where appropriate, traffic management structures, utility structures and signage.
- BH2.5** To prepare a statement of character and area specific policy objectives for the Leixlip ACA.

#### **Action**

- The Council will work with and assist, where appropriate, owners of protected structures of particular significance within Leixlip in their maintenance and repair through advice and grant aid from relevant sources.

### 10.1.3 Protected Views

The Kildare County Development Plan includes views to be protected between The Wonderful Barn and Castletown House which affect some lands within the LAP. The design and siting of new development shall have regard to protected views, in particular, any redevelopment of the Hewlett Packard site.

## 10.2 Archaeological Heritage

Leixlip began as a Viking settlement which evolved around the confluence of the River Liffey and its tributary the Rye River. Zones of archaeological potential have been identified at Oaklawn, Riverdale, Confey, Main Street and beside the River Liffey to the south of Leixlip (as illustrated in **Map No. 2 Leixlip Built Heritage and Archaeology**).

For the purposes of the LAP, Archaeological Heritage includes the following:

- National Monuments
- Archaeological and Architectural monuments/sites in RMP
- Monuments in the Register of Historic Monuments
- Zones of Archaeological Potential in Historic Towns
- Underwater Archaeological Heritage, including Historic Wrecks
- Previously unknown and unrecorded archaeological sites
- Potential sites located near large complexes of sites or monuments
- Present or former wetlands, unenclosed land, rivers or lakes, or the inter-tidal zone

### 10.2.1 Sites and Monuments Record

Map No.2 Built Heritage and Archaeology identifies the sites within the LAP area that are included on the Sites and Monuments Record (SMR). This map should be read in conjunction with Table 10-2 which lists all the relevant sites, and which has been reproduced in this LAP for information purposes only. The Archaeological Survey of Ireland database at [www.archaeology.ie](http://www.archaeology.ie) contains an interactive map/search facility that provides access to all records of the Archaeological Survey of Ireland (ASI) and should be consulted prior to the development of land within the plan area.

**Table 10-2** Sites and Monuments Record within the Leixlip LAP Boundary

KD011-001--	Redundant record	KILMACREDOCK LOWER
KD011-002001-	Ecclesiastical enclosure	KILMACREDOCK UPPER
KD011-002002-	Road - road/trackway	KILMACREDOCK UPPER
KD011-002003-	Church	KILMACREDOCK UPPER
KD011-003----	Ritual site - holy well	NEWTOWN (Leixlip ED)
KD011-004001-	Historic town	LEIXLIP, LEIXLIP DEMESNE, NEWTOWN (Leixlip ED), ST. CATHERINES PARK
KD011-007---	Ritual site - holy well	LEIXLIP
KD011-004002-	Castle - Anglo-Norman masonry castle	LEIXLIP
KD011-004003-	Church	LEIXLIP
KD011-004004-	Graveyard	LEIXLIP



KD011-004005-	Castle - tower house	LEIXLIP
KD011-017----	Bridge	LEIXLIP DEMESNE
KD011-018----	Mound	LEIXLIP DEMESNE
KD011-031----	Redundant record	BARNHALL
KD011-032----	Field system	KILMACREDOCK UPPER
KD006-001----	Ritual site - holy well	SION
KD006-002----	Castle - unclassified	CONFHEY
KD006-003----	Church	CONFHEY
KD006-003001--	Church	CONFHEY
KD006-004--	Castle - tower house	CONFHEY
KD011-054---	Habitation site	COLLINSTOWN (Leixlip ED)
KD011-042----	Ring-ditch	CASTLETOWN
KD011-04001-	Kiln - corn-drying	CASTLETOWN
KD011-04001-	Enclosure	CASTLETOWN
KD011-044----	Habitation site	KILMACREDOCK UPPER
KD011-058---	Habitation site	KILMACREDOCK UPPER
KD011-045---	Burnt mound	KILMACREDOCK UPPER
KD011-046----	Fulacht fia	KILMACREDOCK UPPER
KD011-047----	Burnt mound	KILMACREDOCK UPPER
KD011-048----	Habitation site	KILMACREDOCK UPPER
KD011-049---	Burnt mound	KILMACREDOCK UPPER
KD011-050----	Kiln - corn-drying	KILMACREDOCK UPPER
KD011-054---	Habitation site	COLLINSTOWN (Leixlip ED)
KD011-052---	Habitation site	COLLINSTOWN (Leixlip ED)
KD011-053---	Fulacht fia	EASTON
KD011-055---	Excavation - miscellaneous	COLLINSTOWN (Leixlip ED)
KD011-056--	Kiln	COLLINSTOWN (Leixlip ED)
KD011-057--	Habitation site	KILMACREDOCK UPPER
KD011-043--	Habitation site	KILMACREDOCK UPPER
KD011-059----	Metalworking site	KILMACREDOCK UPPER
KD011-011----	Bridge	CONEBURROW (Donaghcumper ED), PARSONSTOWN (Celbridge ED), ST. WOLSTANS
KD011-002004	Graveyard	KILMACREDOCK UPPER
KD011-004009	Graveslab	LEIXLIP
KD011-004008-	Wall monument	LEIXLIP
KD011-004007	Habitation site	LEIXLIP
KD011-004006-	Graveslab	LEIXLIP
KD011-017001-	Weir - fish	LEIXLIP DEMESNE
KD006-017--	Field system	CONFHEY
KD006-018----	Redundant record	CONFHEY

KD011-002--	Ecclesiastical site	KILMACREDOCK UPPER
KD011-004010-	Graveslab	LEIXLIP
KD011-004011-	Font	LEIXLIP
KD011-004012-	Stone head	LEIXLIP
KD011-004013-	Stone head	LEIXLIP
KD011-004014-	Stone head	LEIXLIP
KD011-062----	Fulacht fia	PARSONSTOWN (Celbridge ED)

The Zones of Archaeological Potential, identified by the Urban Archaeological Survey (Bradley and King, 1986), contains the medieval core of Leixlip and is identified on **Map No. 2 Leixlip Built Heritage and Archaeology**.

Developments located within a Zone of Archaeological Potential and/or close to known archaeological monuments or sites, including site works that are extensive in terms of area (ground disturbance of 0.5ha or more) or length (1 kilometre or more) and developments that require an Environmental Impact Assessment Report, will be required as part of the planning application process, or by condition of permission, to carry out archaeological assessment, monitoring, testing or excavation within the area either prior to the planning decision or prior to any development proceeding on site. The Council, as a condition on such developments, may consider the preservation of all or part of the archaeological remains in the area covered by that permission.

The Council will consult with the Department of Culture, Heritage and the Gaeltacht and other Statutory Consultees when considering applications for planning permission for development on or in the vicinity of archaeological sites and/or monuments.

### **Policy BH3 – Archaeological Heritage**

**BH3** *It is the policy of the Council to safeguard the archaeological heritage of the LAP area and avoid impacts on sites, monuments, features or objects of significant historical or archaeological interest.*

#### **Objectives**

It shall be an objective of the Council:

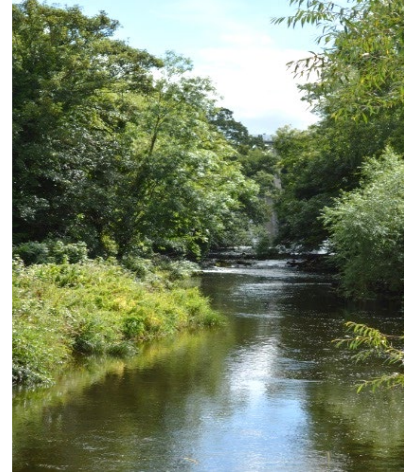
- BH3.1** To prioritise the protection/preservation in situ (or upon agreement preservation by record) of items of archaeological interest as listed in **Table 10-2** and shown on **Map No. 2 Leixlip Built Heritage and Archaeology** from inappropriate development that would adversely affect and/or detract from the interpretation and setting of these sites.
- BH3.2** To protect the historic core of Leixlip town and retain where possible the existing street layout, historic building lines and traditional plot widths where these derive from medieval or earlier origins.
- BH3.3** To ensure that development proposals contribute towards the protection and preservation of the archaeological value of underwater or archaeological sites associated with the River Liffey and associated features.

## 11. Natural Heritage, Green Infrastructure and Strategic Open Spaces

*To protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use.*

### 11.1 Natural Heritage and Designated Sites

Natural heritage in Leixlip includes a wide range of natural features that make an essential contribution to the environmental quality, ecological biodiversity, landscape character, visual amenity and recreational activities of the town. The location of the town at the confluence of the River Liffey and River Rye and being encircled by the Royal Canal means water contributes significantly to the natural heritage of the town. The occurrence of natural vegetation adjacent to these water bodies contributes to landscape character and ecology/biodiversity.



Special Areas of Conservation (SACs) are legally protected under the EU Habitats Directive (92/43/EEC) and are selected for the conservation of Annex I habitats and Annex II species. The Rye Water Valley/Carton SAC (Site code: 001398) follows the River Rye through the Leixlip LAP area from Kellystown Lane to where it meets the River Liffey. The conservation importance of this site lies in the presence of several rare and threatened plant and animal species, and the presence of petrifying springs, a habitat type listed on Annex I of the EU Habitats Directive.

The Royal Canal is designated as a pNHA (Site code: 002103); the ecological value of the canal lies in the diversity of species along its linear habitats, many of which are further protected under European and National Legislation. Associated canal structures and buildings contribute to the setting and historic character of the canal. This LAP seeks to realise the full potential of the canal as a local and national amenity and policies seek to enhance walking/cycling route options linking the canal with residential areas and public open spaces in the town and further afield (including the Dublin–Galway Greenway project) without compromising the integrity of its natural heritage.

The Liffey Valley is also designated as a pNHA (Site code: 000128) as it passes through Leixlip (downstream from Leixlip Bridge). The site is important because of the diversity of habitats. A number of rare and threatened plant species have been recorded within this pNHA. The River Liffey is also a salmonid river.

These sites are of significance for wildlife and habitats and are protected under the Wildlife Amendment Act 2000.

The proximity of the confluence of the Liffey and River Rye to the town centre in particular is noteworthy, and the walkway and viewing points developed to the rear of Main Street in recent years are important additions to the public realm and amenity of the town.

### **Policy NH1 – Natural Heritage**

**NH1** *It is the policy of the Council to support the protection of species and habitats that are designated under the Wildlife Acts 1976 and 2000, the Birds Directive 1979 and the Habitats Directive 1992 as well as areas of high local biodiversity value and to ensure developments with potential to impact the integrity of the Natura 2000 network will be subject to Appropriate Assessment.*

#### **Objectives**

It shall be an objective of the Council:

- NH1.1** To protect, conserve and manage the Rye Water Valley / Carton SAC and contribute to the protection of the ecological, visual, recreational, environmental and amenity value of the Royal Canal pNHA and Liffey Valley pNHA.
- 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.
- NH1.3** To ensure that any proposal for development within or adjacent to the Royal Canal (pNHA) and Liffey Valley (pNHA) is located and designed to minimise its impact on the biodiversity, geological, water and landscape value of the pNHA.
- NH1.4** To ensure all applications for planning consent within or adjacent to the Royal Canal (pNHA) and Liffey Valley (pNHA) are accompanied by an Ecological Impact Assessment (EiA) prepared by a suitably qualified professional.
- NH1.5** To identify, protect, conserve and enhance wherever possible, wildlife habitats and species of local importance, not otherwise protected by legislation. Such habitats would include woodland, river, grassland areas and field boundaries (hedgerows, stone walls and ditches). Such features form part of a network of habitats and corridors, which allow wildlife to exist and flourish and contribute to compliance with Article 10 of the Habitats Directive.
- NH1.6** To protect and conserve the integrity of soils that supports the rich biodiversity and ecological networks in Leixlip.

#### **Action**

- To survey existing bridge structures in Leixlip to identify if any currently support bat roosts.

## **11.2 Green Infrastructure**

Green infrastructure (GI) planning is a proactive approach to maximising the benefits of the multi-functionality of nature that includes natural ecological processes, sustaining air and water quality and providing vital amenity and recreational spaces for communities, thereby contributing to the health and quality of life of residents and visitors to the town. Green infrastructure therefore serves to provide an ecological framework for the social, economic and environmental health of an area.

Under Article 10 of the Habitats Directive, planning and development policies must endeavour to conserve and manage corridors and stepping stone habitat features. In recognition of this, the *Kildare County Development Plan 2017 – 2023* proposes actions to address biodiversity in the county and the County Kildare Biodiversity Plan has been prepared to plan for management at a local level. A Habitat and Green Infrastructure Survey (2015) was carried out for Leixlip which identified and mapped the various habitats in the town. This habitat mapping contributed to the identification of key Local Biodiversity Areas. The map is a valuable tool for the future planning of the area and also provides information for the general public and community groups. **Figure 11-1** shows the habitats mapped in Leixlip.

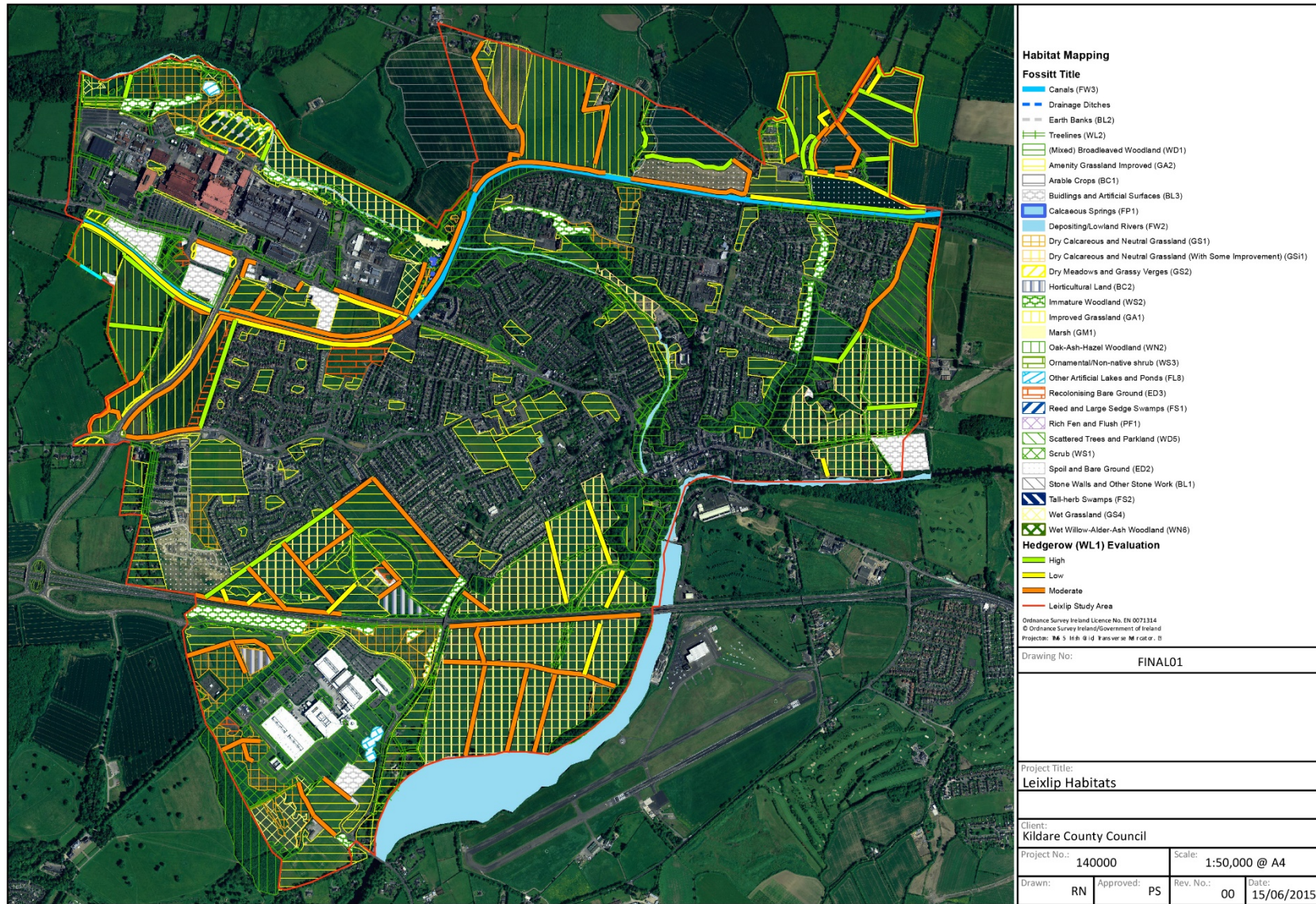


There are a number of key local biodiversity areas in Leixlip as follows:

- The Rye Water Valley / Carton SAC, River Liffey (including Liffey Valley pNHA), Royal Canal pNHA and Dublin – Sligo railway line which allow movement of both aquatic and terrestrial flora and fauna across the town.
- The woodlands, hedgerows, treelines, watercourses and extensive areas of grassland within the farmlands of Collinstown and Confey, in St. Catherine’s Park, Leixlip Manor, Leixlip Castle Demesne, Barnhall and the surroundings of the commercial grounds of Intel and the Hewlett Packard site all provide excellent habitats which are interlinked and support widespread habitat connectivity across the study area and contribute to the GI network of Leixlip.

However, the dominant environments within Leixlip are improved grassland (for agriculture) and urban, built land. For this reason, it is important to ensure that ‘Local Biodiversity Areas’, which form an important part of the county’s green infrastructure and support connectivity within the network, are maintained and given the opportunity to increase their distribution within the town.

In addition, stepping stone habitats, including scattered trees and parkland as well as amenity areas within housing estates, further enhance the connectivity of habitats, and in turn, promote biodiversity across Leixlip.



Source: Leixlip Habitat Survey and Green Infrastructure Mapping, 2015

Figure 11-1 Habitat Mapping for Leixlip

The habitats of ecological importance present within Leixlip were recorded as:

- *Woodland and Scrub Habitats:* There are significant areas of woodland particularly along linear corridors such as the Rye Water, the Liffey and within St. Catherine’s Park. The woodlands provide some of the main areas of bio-diverse habitat and significant vegetation connectivity across the highly urbanised setting.
- *Hedgerow and Treeline Habitats:* Hedgerows form part of an extensive wildlife network across Leixlip and contribute to the maintenance of habitat links across the town.
- *Grassland and Associated Habitats:* Dry calcareous and neutral grasslands are located within the Rye Water Valley / Carton SAC and provide habitats that are of national importance. Wet grassland was identified within narrow stretches alongside the Royal Canal pNHA and within a field adjacent to the Hewlett Packard site.
- *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). Tufa springs are Annex I habitats under the EC Habitats Directive and are a qualifying feature for the SAC.

Other habitats in Leixlip included cultivated and built land. Arable crop fields can be found in the north Leixlip and Confey areas, with a small area also noted in east Leixlip. Buildings and artificial surfaces are present across the town and, for the most part, were noted to support little or no ecologically-valuable flora.

#### **Policy GI 1– Green Infrastructure**

**GI 1** *It is the policy of the Council to protect, enhance and further develop the green infrastructure network in Leixlip to provide a shared space for amenity, recreation and biodiversity.*

#### **Objectives**

It shall be an objective of the Council:

**GI1.1** To protect identified key green infrastructure and ‘stepping stone’ habitats (according to their value), enhance where possible and integrate existing and new green infrastructure as an essential component of new developments and restrict development that would fragment the green infrastructure network. Site specific ecology surveys should be carried out where appropriate to inform proposed development and assess and mitigate potential impacts. All development within the Key Development Areas (KDAs) and masterplan areas shall be subject to site specific ecological surveys as part of the planning consent process.

**GI1.2** To seek to ensure key trees, woodlands and high value hedgerows identified in the Leixlip Habitat Survey, and the linkages they provide to larger areas of green infrastructure and the wider countryside, are retained and integrated into the design of new developments where appropriate.

<b>GI1.3</b>	To provide for eco-ducts as part of any new pedestrian and cycle links across the River Rye, Royal Canal and railway, thereby facilitating the free movement of people and species through the LAP area.
<b>GI1.4</b>	To maintain a green infrastructure protection zone of not less than 10 metres from the top bank of watercourses in Leixlip with the full extent of the protection zone to be determined on a case by case basis by the Planning Authority, based on site specific characteristics and sensitivities. Strategic green routes and trails will be open for consideration within the protection zone, subject to appropriate safeguards and assessments.
<b>GI1.5</b>	To incorporate items of historical or heritage importance within the green infrastructure, as amenity features, where practical.
<b>GI1.6</b>	To seek to preserve, protect and enhance trees (including woodlands) of special amenity, nature conservation or landscape value within the plan area including at the following locations: <ul style="list-style-type: none"> <li>• St. Catherine’s Park</li> <li>• Black Avenue</li> <li>• Leixlip Castle Demesne</li> <li>• Newtown House, Captain’s Hill</li> <li>• In grounds of Leixlip House, adjoining public open space at Rye River Estate</li> <li>• Both sides of the aqueduct embankment</li> <li>• Síleacháin Valley, between fire station and Glendale Meadows</li> <li>• East side of laneway to Leixlip Gate</li> <li>• Marshfield House, Mill Lane</li> <li>• Open space adjacent to Rye water at Rye River Estate</li> <li>• Along north bank of Canal, Collinstown</li> <li>• Between River Forest and Ryevale Lawns</li> <li>• Trees along Main Street</li> <li>• Ryevale House and adjoining public open space at Ryevale Lawns.</li> </ul>
<b>GI1.7</b>	To seek to protect trees with a particular local amenity or conservation value.
<b>GI1.8</b>	To promote appropriate tree planting within public open spaces along transport networks and in the public realm
<b>GI1.9</b>	(a) To seek to protect, preserve and develop St. Catherine’s Park as a public amenity. (b) To protect the amenity of St. Catherine’s Park. No road proposal shall be considered by this Council through the park within the Council’s ownership or jurisdiction.

### 11.3 Open Space

A Social Infrastructure Audit was carried out to inform the LAP and to examine the availability and capacity of existing social infrastructure facilities in Leixlip, future requirements and to make recommendations based on anticipated population growth. ‘Social Infrastructure’ relates to the provision of services and facilities which are essential for health, well-being and social development of a town and includes for example, schools, health services, surgeries and community specific services, as well as areas which can offer active sports and passive recreational facilities.



The audit was structured and carried out in the following manner;

1. Assessing the Existing Situation;
2. Future Demand Analysis; and
3. Social Infrastructure Recommendations.

### ***The Existing Situation***

There are circa 154 hectares of land zoned as ‘Open Space & Amenity’ within the LAP. These lands are primarily for recreational and amenity purposes and represents 11% of the total study area.

Neighbourhood Parks<sup>11</sup>, defined as the areas at the Wonderful Barn and St. Catherine’s Park comprise circa 34% of the total amenity open space provision in the study area. In addition to the neighbourhood parks there are 7 local parks; 6 green corridors; 5 sports areas, and; 1 playground with the remaining areas consisting of amenity green spaces and natural/semi-natural green spaces. The remaining 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. They 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 for future and projected population growth. 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 corridor 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.

### ***Future Demand Analysis***

There are no relevant standards in Ireland for open space provision. Therefore, similar to the theme ‘Outdoor Sports’ discussed in Section 7 consideration has been given to the ‘FIT’ (Fields in Trust) recommended benchmark guidelines for ‘informal outdoor space’. It is evident from this evaluation, that the minimum recommended guidance for all open space typologies is achieved in Leixlip by the current open space provision.

### ***Social Infrastructure Recommendations***

The existing provision of open space still remains above the ‘FIT’ recommended guidance with the exception of green corridors and natural/semi natural open space provision. This means that if the population of Leixlip is to increase to the higher range of 23,433 persons by 2023, an additional 8.72 hectares of green corridors and/or natural/semi natural open space area will be required to serve the community.

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<sup>11</sup> *Kildare County Council and HRA Planning (March 2019) ‘Leixlip Social Infrastructure Audit’, page 37.*

There is an opportunity to enhance the green links between open spaces throughout Leixlip. These links vary in character 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 open spaces closer to the town centre and in the residential areas are also passive in nature. The introduction of amenities/facilities such as picnic tables, playgrounds or outdoor gym equipment etc. should be considered and integrated into the integrated open space network.

As recommended in the Social Infrastructure Audit (SIA), the LAP has made provision for the following new green corridors and/or natural/semi natural open space area to include those outlined in **Table 11-1** below. The green corridors and/or natural/semi-natural open space requirements set out below is in addition to the public open space requirements and shall not be considered as constituting the open space of any development proposal

**Table 11-1** New Open Space Provision

<b>Green corridors and/or Natural / Semi Natural Open Space Area</b>	<b>Size (ha)</b>
Confey Park Land	11.3
Confey Linear Park	3.7
Celbridge Road East KDA Linear Park	8.42
<b>Total</b>	<b>23.42</b>

**Policy OS 1– Open Space**

**OS1** *It is the policy of the Council to provide for a hierarchy of high quality multi-functional public open spaces within Leixlip, and to preserve and protect such spaces through the appropriate zoning of lands.*

**Objectives**

It shall be an objective of the Council:

- OS1.1** To explore the feasibility of/and, develop and/or improve linkages and connections between the network of open spaces in Leixlip, without compromising the biodiversity of the location:
- (i) Along the northern bank of the Rye from Distillery Lane to Woodside Estate and Confey Community College;
  - (ii) Along the River Liffey, from Leixlip Town Centre through Leixlip Castle, to the Salmon Leap Canoe Club;
  - (iii) Between Síleacháin Valley and St. Catherine’s Park; and
  - (iv) At the confluence of the River Liffey and Rye River.
- OS1.2** To continue to facilitate and promote community-managed gardens/allotments.
- OS1.3** To encourage the development of amenity lands at Lough Na Mona to cater for active recreation for residents of Leixlip.
- OS1.4** To cooperate with key stakeholders including landowners in the development (where appropriate) of the Rye River and River Liffey Corridors, Royal Canal, and other areas within Leixlip for recreational purposes:
- (i) ESB regarding the recreational potential of the reservoir at Backweston.
  - (ii) Waterways Ireland regarding the Royal Canal.
  - (iii) To pursue the creation of a Liffey Valley Regional Park together with Fingal and South Dublin County Councils.
- OS1.5** To facilitate and promote the provision of a public park at The Wonderful Barn.
- OS1.6** To maintain and protect the greenbelt between Leixlip, Celbridge and Maynooth.
- OS1.7** To support and facilitate the development of a sensory garden and other appropriate amenities within the grounds of St. Catherine’s Park.
- OS1.8** To promote and provide amenities features such as picnic tables, playgrounds or outdoor gym equipment facilities in existing open spaces within the plan area.

## 12. Key Development Areas, Confey and Collinstown

***To ensure that best practice urban design principles are applied to all new development, based on the principle that well planned and integrated development enhances the sustainability, attractiveness and quality of an area.***

This Local Area Plan (LAP) seeks to establish a framework for the provision of housing including focusing new development and associated facilities into a number of Key Development Areas (KDAs) within the town and through the identification of strategic lands capable of accommodating future residential and employment growth.

KDA sites are approximately 10ha or greater and will extend the urban area of Leixlip at appropriate locations having regard to existing patterns of development and potential for connectivity. These will be the focus for new residential development during the early plan period.

In addition to the KDAs, two strategic landbanks have been identified in the context of the longer term development of Leixlip. They include lands identified for the development of a new residential and community neighbourhood (at Confey) and the development of an enterprise and employment campus (at Collinstown).

### 12.1 Key Development Areas

#### 12.1.1 Introduction

This LAP identifies 3 Key Development Areas (KDAs) within Leixlip. These are:

- 1. *The Wonderful Barn KDA: New Residential/Open Space and Amenity lands at The Wonderful Barn north of the M4.***
- 2. *Celbridge Road East KDA: New Residential/Open Space and Amenity lands connecting Leixlip Demesne and Main Street located to the east of Celbridge Road.***
- 3. *Leixlip Gate KDA (off Green Lane): New Residential/Open Space and Amenity lands.***

Design briefs have been prepared to guide development in these areas. These design briefs set out broad parameters for the future development of these areas and are indicative in nature; the preparation of a more detailed urban analysis will be required as part of any development proposal. The briefs will assist different parties involved in the planning process in the preparation and assessment of detailed proposals.

The briefs are based on the appraisal of the area and its urban context. The character and layout envisaged for each area in terms of design, heights and finishes will vary depending upon the existing topography, environmental features, open space, amenity and heritage features and views and basic design concepts including street hierarchy. The analysis is used to form a vision for each area based on the key principles of urban design as outlined in the *Kildare County Development Plan 2017– 2023 (or any successor to same)* and the *Sustainable Residential Development in Urban Areas (DoEHLG, 2009)* and its companion document, the *Urban Design Manual*.

### 12.1.2 Phasing and Implementation

Design proposals in the Key Development Areas (KDAs) will be subject to the delivery of infrastructure to ensure that facilities, amenities and servicing are provided either in tandem with or prior to the delivery of new residential development.

The key infrastructure to be phased in conjunction with housing input in Leixlip relates to roads infrastructure, water/wastewater infrastructure, open space and recreational facilities. The phasing as outlined in **Section 12.5** is designed to ensure the delivery of priority infrastructure within each development in tandem with development and has been informed by the Sustainable Planning and Infrastructure Assessment (SPIA) which accompanies this plan.

The phasing of each KDA development shall be agreed in writing with the planning authority having full regard to the delivery of infrastructure as outlined in **Table 12-1**. Accordingly, a statement of compliance with the phasing requirements of the LAP shall be included with planning applications for new housing development in the KDA and compliance will be governed by condition of planning consent. Deviations from the phasing condition may be considered in circumstances where the Planning Authority is satisfied that listed infrastructure is at an advanced stage of delivery or other overarching factors have arisen. Any such deviations shall be subject to the prior written agreement of the Planning Authority. Infrastructure required to service future phases of development may be delivered upfront, prior to the completion of the earlier phases of development.

## 12.2 The Wonderful Barn Key Development Area

### *New Residential, Open Space and Amenity*

The Wonderful Barn KDA is located to the south of the town, north of the M4 motorway and encircles the site of The Wonderful Barn complex. It is bounded by Easton Meadows and Rinawade residential estate to the north and west, Castletown residential estate to the north and Elton Court residential estate to the east. Trees and hedgerows form the shared boundaries with these estates and the development area. The Wonderful Barn KDA is approximately 15.4 ha (13.2ha residential).



### Key

Local route/street		Strategic open space	
Celbridge Road		Existing hedgerow/vegetation	
Pedestrian/cycle route		Landscape reinforcement	
Residential block		Existing Landmark (Wonderful Barn)	
Key building frontage		Potential locations of crèche/community building	

Figure 12-1 Wonderful Barn KDA

**Vision**

The extension of the urban area of Leixlip through new residential development and open space and amenity, with a high quality permeable urban form, which provides links to and protects the cultural heritage of The Wonderful Barn.

**Connectivity/ Movement**

Access to the development area will be via an improved access point on the Celbridge Road which will also provide vehicular, cycle and pedestrian links to The Wonderful Barn. Achieve pedestrian and cyclist permeability throughout including connectivity to adjoining established residential estates. Design all roads and streets in accordance with the Design Manual for Urban Roads and Streets (DMURS). Planning applications for significant development on these lands shall be accompanied by a Transport Impact Assessment (TIA).

**Built Form**

Create a legible development with a sense of place which understands the cultural heritage of the surrounding area and has regard to the residential amenity of the existing dwellings to the north, west and east of the development area. Provide for buildings generally 2-storey in height. This site will generally accommodate medium density residential development in the order of 35 units per hectare. Where the quality of the design and layout is particularly high and it is determined that it would not impact unduly on the setting of The Wonderful Barn or adjoining established residential areas, higher densities may be achievable. Apartment and flat roof houses would not be appropriate in this area. The design and layout of new development shall provide for a zone of protection around The Wonderful Barn. Public open space should reflect existing spaces in adjoining developments, enhancing the visual amenity, with the possibility of merging in the future.

**Landscape and Spaces**

Building layouts will have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. Provide for a minimum of 15% quality open space within the residential lands. Retain natural heritage and existing green infrastructure features through incorporation into areas of open space and boundaries of residential development.

### 12.3 Celbridge Road East Key Development Area

#### *New Residential, Open Space and Amenity*

The Celbridge Road East KDA is located to the south of Leixlip town, north of the M4 motorway and is part of Leixlip Castle demesne. The lands are bound by Leixlip Park and Wogansfield to the north and by the rear of properties fronting onto Pound Street to the east. This KDA provides for a significantly dense woodland belt which physically and visually separates the site from Leixlip Castle. The ground level of this KDA has been raised following the construction of the M4 and therefore any development on this site will require the reduction in ground level and the implementation of noise mitigation measures to alleviate any noise impact from the M4. This KDA measures approximately 12.8ha in area and provides for 8ha of 'Residential' zoned lands alongside a new community park and amenity walk.



#### Key

Local route/street		Water bodies	
Pedestrian/cycle route		Strategic open space	
Potential historic/tourist trail		Existing hedgerow/vegetation	
Residential block		Landscape reinforcement	
Key building frontage		Noise buffer/open space	
Focal building		Potential location of crèche	
Demesne Wall			

Figure 12-2 Celbridge Road East KDA



**Vision**

To consolidate the urban area of Leixlip through new residential development and a new public parkland setting delivering connectivity to the town centre.

**Connectivity/ Movement**

Connections will be integrated into the existing urban form and the natural and built environments to allow for ease of movement of both vehicles and pedestrians. Vehicular access to the Key Development Area (KDA) will be via a new signalised junction and single access point on the Celbridge Road. Roads will be designed for low speeds to ensure that pedestrians, cyclists and vehicles can mix safely. All roads and streets shall be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS). To reduce impact and ensure road safety, the through public road to connect the Celbridge Road (at Former HP Site) to M4 Interchange, Junction 6 must be completed and operational prior to the commencement of Celbridge Road East KDA in accordance with objective MT3.13 as outlined in **Section 8**.

The development of this KDA shall seek to provide for increased permeability and connectivity to Leixlip Town Centre with potential linkages to Pound Street to be investigated (acknowledging level differences) in order to provide ease of access to retail services and open space and amenity areas.

**Built Form**

Create a legible development with a sense of place which understands the cultural heritage of the surrounding area. Provide for buildings limited to 3-storeys in height. However, any development proposals shall be required to have regard to residential amenity of existing dwellings at the perimeter, with particular attention paid to the single storey dwellings located at Highfield Park. Where the quality of the design and layout is particularly high and it is determined that it would not impact unduly on the setting of the subject lands or adjoining established residential areas, higher densities may be achievable.

Except for the portion of land adjacent to the motorway, proposals to address the difference in site levels shall be provided and same shall be reduced to a level which is similar to that of the adjoining residential estates to the north of the KDA. In this regard, the impact of changing the drainage patterns of the land shall also be taken into consideration by the carrying out of a site-specific flood risk analysis of the KDA which shall accompany any planning application for the KDA.

Any proposed scheme shall incorporate appropriate increases in density and respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users. This KDA will accommodate medium density residential development in the order of 35 units per hectare, subject to also minimising impact on Leixlip Castle.

In recognition of the KDA's proximity to the M4 motorway, a number of noise mitigation measures should be incorporated in the design of any proposed scheme for the subject lands. A minimum 91m set back from the M4 shall be provided in the form of a landscaped open space area that is densely planted with trees and shrubs consisting of native species as per Table 17.2 of the Kildare County Development Plan.

The boundary wall of Leixlip Castle shall be retained and incorporated into future development proposals. Where sections of the original wall need to be removed to facilitate the proposed vehicular access along the Celbridge Road, such proposals shall be subject to detailed design where materials removed shall be re-integrated as part of the overall new access design in order to minimise impact.

### **Landscape and Open Spaces**

Opportunities occur to use the intrinsic landscape positively in the design of this KDA. Building layouts shall have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. Layouts should allow for a 'Local Access Street' with generous landscaping and appropriate traffic calming measures. The measures should be designed with pedestrians, cyclists, public transport, service and emergency vehicles in mind e.g. raised junctions make it easier for pedestrians to cross.

Emphasis should be placed on enhancing the landscape and heritage surrounding Leixlip Castle Demesne. In this regard the boundary of the KDA to the north comprising the demesne wall and mature trees/vegetation shall become a feature of the KDA and be separated from any built form by an open space buffer zone.

A portion of the site at the southern boundary is zoned *F2: Strategic Open Space* and should be designed positively, with clear definition and enclosure. There should be no ambiguity or left over space. The open space, the majority of which will be publicly accessible, shall provide a range of facilities and features offering recreational, ecological, landscape, cultural or green infrastructure benefits. The proposed new parkland setting shall be provided by the developer in a phased manner alongside the delivery of new housing and shall retain natural heritage and existing green infrastructure features. The new parkland shall incorporate amenity walks with the potential to connect the site to Main Street via Leixlip Demesne providing a new tourism trail from Main Street via Leixlip Castle Demesne the subject lands and the future development of the Wonderful Barn complex as a tourist attraction/adventure space.

Within the identified residential blocks, building layouts shall have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. Retain natural heritage and green infrastructure features through incorporation into areas of open space and boundaries of residential development. A minimum of 15% quality open space within the residential lands identified shall be provided.

## 12.4 Leixlip Gate Key Development Area (Kilmacredock)

### *New Residential, Open Space and Amenity*

Leixlip Gate Key Development Area (KDA) is located to the west of the town on a prominent site with road frontage onto the R449. Leixlip Gate residential area and Beech Park adjoins the area to the east. The area measures approximately 9.23ha. A portion of the lands is not available for development due to its proximity to the existing dwellings along Leixlip Gate, however, intensification or re-development of these properties may occur during the lifetime of the plan.



### Key

Local route/street		Focal building	
Pedestrian/cycle route		Strategic open space	
Potential vehicular access		Existing hedgerow/vegetation	
Residential block		Demesne wall	
Key building frontage		Landscape reinforcement	

Figure 12-3 Leixlip Gate KDA (Kilmacredock)

### **Vision**

The consolidation of the urban area of Leixlip through new residential development and open space and amenity, with a high quality permeable urban form and creating a built-up edge along the R449.

### **Connectivity/Movement**

Access to the site will be via Leixlip Gate and onto Green Lane. Achieve vehicular, pedestrian and cyclist permeability throughout the development area and pedestrian/cyclists access to the R449 to the west. Planning applications for significant development on these lands shall be accompanied by a Transport Impact Assessment (TIA).

### **Built Form**

This site will accommodate medium density residential development in the order of 35 units per hectare. The layout shall have regard to the residential amenity of existing dwellings, with building heights respecting the adjoining properties. High quality development form along the R449 should announce the town and buildings limited to 3-storeys may be provided at the roundabout junction of the R449 and Green Lane. Provide passive surveillance of roads and open spaces. The existing avenue entrance gate (Leixlip Gate) is a Protected Structure (Ref. B11-59) and leads to a tree lined avenue, formerly part of Castletown Demesne. Proposals should seek to minimise impact on the Protected Structure and avenue. Buildings shall maintain an appropriate set back from the roundabout at the R449 and Green Lane.

### **Landscape and Spaces**

Provide for minimum 15% quality open space within the residential lands. Retain natural heritage and existing green infrastructure features through incorporation into boundaries of residential development. Incorporate natural heritage and green infrastructure features in addressing flood risk and preparation of SuDS Strategy. The demesne wall should be retained as far as practicable and be incorporated as a key feature within the open space of any development proposed on these lands. Where sections of the original demesne wall need to be removed to facilitate pedestrian/vehicular access within the KDA, proposals shall be subject to detailed design. Use landscaping to create buffer from the R449 and M4.

## 12.5 Phasing, Infrastructure, Delivery Schedule and Funding Sources

The development of KDAs within this LAP will be dependent on the timely delivery of a wide range of infrastructure. The ‘Sustainable Planning and Infrastructure Assessment’ which accompanies the LAP provides an assessment of transportation, water and wastewater utilities, community and social infrastructure and services that will be required for the development of the KDA lands. **Table 11-1** sets out the key infrastructure necessary and funding sources, in a staged delivery schedule, in order to achieve the timely delivery of the objectives of the Leixlip Local Area Plan 2020-2023.

The lifetime of this Local Area Plan is three years, and the delivery schedule is divided into several phases with the delivery plan of servicing infrastructure to be carried out during the plan period and beyond:

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

**Table 12-1** KDA Phasing, Infrastructure, Delivery Schedule and Expected Funding Sources

<b>Wonderful Barn KDA</b>		
<b>Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding Sources</b>
<b>Roads and Transportation</b>		
Implement measures identified in ‘Leixlip Strategic Transport Assessment’ and Leixlip Local Area Plan 2020-2023.	Medium – Long Term In tandem with new development.	Developer, State, KCC
General cycling infrastructure improvements.	On-going – In tandem with new development.	Developer, State, KCC
<b>Water and Wastewater</b>		
General water supply network upgrade and extension.	On-going – Subject to IW agreement prior to development.	Developer, State (IW)
General wastewater treatment network upgrade and extension.	On-going – Subject to IW agreement prior to development.	Developer, State (IW)
Outcome of Drainage Area Plan (DAP) may impact on location of connection points to the sewer network and may necessitate the upgrading of the local pumping station. Study due for completion in 2020.	Long Term - Subject to IW agreement prior to development.	Developer, State (IW)
<b>Open Space and Recreation</b>		
Provision of open space and recreational areas.	To be carried out in tandem with new development and completed prior to the occupation of all units.	Developer
<b>Celbridge Road East KDA</b>		
<b>Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding Sources</b>
<b>Roads and Transportation</b>		
Implement measures identified in ‘Leixlip Strategic Transport Assessment’ and Leixlip Local Area Plan 2020-2023.	Medium – Long Term - In tandem with new development.	Developer, State, KCC
General cycling infrastructure improvements.	On-going - In tandem with new development.	Developer, State, KCC

<b>Water and Wastewater</b>		
General water supply network upgrade and extension	On-going – Subject to IW agreement prior to development.	Developer, State (IW)
General wastewater treatment network upgrade and extension	On-going – Subject to IW agreement prior to development.	Developer, State (IW)
Outcome of Drainage Area Plan (DAP) may impact on location of connection points to the sewer network and may necessitate the upgrading of the local pumping station. Study due for completion in 2020	Long Term – Subject to IW agreement prior to development.	Developer, State (IW)
<b>Open Space Provision</b>		
Provision of open space and recreational areas	To be carried out in tandem with new development and completed prior to the occupation of all units.	Developer
<b>Leixlip Gate KDA</b>		
<b>Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding Sources</b>
<b>Roads and Transportation</b>		
Implement measures identified in 'Leixlip Strategic Transport Assessment' and Leixlip Local Area Plan 2020-2023.	Medium – Long Term - In tandem with new development.	Developer, State, KCC
General cycle Improvements.	On-going – In tandem with new development.	Developer, State, KCC
<b>Water and Wastewater</b>		
General water supply network upgrade and extension.	On-going subject to agreement with IW.	Developer, State (IW)
General wastewater treatment network upgrade and extension.	On-going subject to agreement with IW.	Developer, State (IW)
Outcome of Drainage Area Plan (DAP) may impact on location of connection points to the sewer network and may necessitate the upgrading of the local pumping station. Study due for completion in 2020.	On-going subject to agreement with IW.	Developer, State (IW)
<b>Open Space Provision</b>		
Provision of open space and recreational areas	To be carried out in tandem with new development and completed prior to the occupation of all units.	Developer

## 12.6 Collinstown Strategic Employment Lands

### 12.6.1 Vision

*To guide the development of a high-quality, attractive and sustainable business campus environment that is characterised by comprehensive pedestrian/cycle friendly infrastructure, which also facilitates the efficient functioning of business and enterprise activities within this zone. The implementation of best practice urban design principles within the Campus will assist in the long term economic viability and vibrancy of the area.*

### 12.6.2 Context and Analysis

The lands at Collinstown are located to the west of Leixlip, directly south of the Intel manufacturing facility and currently accommodates a limited number of warehousing industries associated with ‘spin off’ logistical operations which are located along the R148 and form the northern boundary of these lands. The total land comprises 59.6 hectares. The northern portion of the site is bound by the R148 and is traversed by the Royal Canal and the Dublin–Sligo railway line. The western and southern boundary is primarily defined by local roads L81206 and L5057 and the land is in agricultural or ‘rural’ residential use. The eastern boundary is defined by the R449. A 110 kV double circuit line runs through the site from north to south in close proximity to the eastern boundary which may act as a constraint to development of the overall site.



**Figure 12-4** Collinstown Boundary with Constraints

Collinstown Business Campus should facilitate a range of office typologies to reflect the key growth sectors and to meet business life-cycle needs from start-up to growth phase to maturity and consolidation. The employment floorspace should be provided in the form of flexible floorspace to allow for a range of office accommodation and to cater for small and medium sized expanding businesses together with buildings that can cater for a larger floor plate. This approach is also desirable from an urban design perspective to ensure an appropriate diversity of scale and a richness of finer grain development, both of which underpin a quality urban environment. All developments shall be of a high architectural quality.

### **Objective**

It shall be an objective of the Council:

- COL 1.1** To require the preparation of a masterplan (to be developed in conjunction with relevant traffic/transport assessments) for Collinstown giving full consideration to the type and intensity of development relative to future transport options and in particular public transport provision (the potential for a rail station at Collinstown, park and ride facilities, bus network revisions and the principles and priorities set out in Section 12.6.3) and to work with the NTA in this regard. Individual applications for smaller sections of these lands will not be considered until such time as a single masterplan has been prepared and agreed in writing with the Planning Department of Kildare County Council.

## **12.6.3 Design Principles and Priorities**

### **12.6.3.1 Urban Design Principles**

Successful business and enterprise parks are, in part, shaped by the relationship of built form, setting and man-made landscape. Consideration of the valuable role played by the public realm is a key development principle of the Collinstown Business Campus.

Key principles of development are as follows:

- To ensure the Business Campus conveys a positive message to its citizens, potential investors and visitors through use of quality design and landscaping.
- To ensure that the development of the Business Campus is guided by the Leixlip Strategic Transport Assessment that seeks to develop improved access and permeability to lands at Collinstown. The assessment will also investigate the possibility of providing an additional train station at Collinstown and a potential 'park-and-ride' facility at this location in the future.
- To provide for a new plaza style entrance leading from the north-east of the Business Campus to connect to a potential new train station to the north. The plaza would also act as a focal point in the Business Campus connecting Intel to the Collinstown Business Campus.
- To provide for landmark buildings at critical gateway locations. Landmark buildings should be distinct from their surroundings and be of high architectural merit with appropriate finishes and landscaping. It is envisaged that two landmark buildings at the northern and southern extremities of the Business Campus will act as gateways to the Business Campus. Care should be taken to ensure that the massing and scale of these buildings would be appropriate for their location.



- To maintain light industry and associated service related uses within the established northern area of the Business Campus.
- To ensure that all new developments should be of such a scale that would not have a negative impact on neighbouring properties and residential properties to the western boundary.
- To ensure that building forms should reinforce the perception of the natural topography in order to minimise visual impacts and reduce the apparent height and that large volumes should be subdivided into modules or sub-parts to reduce perceived scale.
- To ensure that in the consideration of the design and layout of buildings, that key design factors such as a good external profile, prominent reception, floorspace flexibility, energy efficiency and a safe vibrant location are allowed for.
- To ensure that site and building design shall accommodate pedestrian circulation onsite from parking areas to open space through dedicated pedestrian pathways with connectivity to adjoining buildings.
- To ensure the business campus developments provide for environmentally sustainable design and building solutions with regard to energy efficiency, Combined Cooling Heat and Power (CCHP) Systems and Sustainable Urban Drainage Systems (SuDS).
- To ensure that the streetscape is characterised by high quality buildings with a high standard of finishes and treatments such as paving, landscaping and lighting, which will create high quality environment with a defined identity.
- To create high quality and attractive streetscape design that would enhance the public realm and be recognised as an address for business activity.
- To provide for focal public civic features and ensure that they are treated as prominent components of the streetscape.
- To ensure that street furniture shall be treated as high quality, practical and useful elements that are fully integrated in the streetscape.
- To provide for a full signage plan for each road/street. The signage plan shall be uniform with an agreed logo and design not only to provide wayfinding but also to establish the character of the area.

### 12.6.3.2 Access, Circulation and Permeability Principles

It is recognised that the design of streets and connections will have a critical bearing on the integration of the new Collinstown Business Campus on a local level and with the wider hinterland. In order to ensure that sustainable movement remains a development priority, access and street design will be carried out in accordance with the Design Manual for Urban Roads and Streets (DMURS) and will place particular emphasis on the creation of an attractive and walkable Business Campus, incorporating the design considerations set out below:

- **Main movement spine** connecting all areas through the Campus development;
- **Accessible streets** with a focus on the free movement of pedestrians and cyclists, including those with limited mobility;
- **A legible and connected street environment** that is easy to navigate, assisting the most casual of users in finding their way around;
- **Safe and inclusive streets** that passively manage vehicular behaviour and the needs of all users, and;

- **Use of cost effective materials and street furniture** that are easy to maintain and are distributed in a rational manner.

### 12.6.3.3 Open Space and Landscaping

- To provide new amenity and recreation uses and supporting services (such as local retail) for the enjoyment of the local community and Business Campus.
- To provide new multi-functional green infrastructure, as a key element of the larger urban structure of lands and their connection to surrounding areas.
- To ensure existing boundary and inland trees and hedgerows are retained where possible and 'opened' to facilitate access, permeability and visual connections.
- To ensure new roadways include a continuous line of street trees providing an element of separation between the plots and larger industrial units.

### 12.6.4 Future Development

The lands at Collinstown are identified for the purposes of strategic employment. This LAP supports the delivery of a high-quality, attractive and sustainable business campus environment that is characterised by comprehensive pedestrian/cycle friendly infrastructure, which also facilitates the efficient functioning of business and enterprise activities, in conjunction with the delivery of the community uses within the site, where appropriate.

Individual applications for smaller sections of the overall lands will not be considered until an overall Design Framework has been agreed in writing with the Planning Authority. The development of these lands shall be subject to a comprehensive (not piecemeal) integrated scheme of development that shall include a statement of compliance with the design and development principles set out in **Section 12.6.3** above.

### 12.6.5 Infrastructure Requirements, Deliverability and Phasing

The development of Collinstown Business Campus will be dependent on the timely delivery of a wide range of infrastructure. The 'Sustainable Planning and Infrastructure Assessment' which accompanies the LAP provides an assessment of transportation, water and wastewater utilities, community and social infrastructure and services that will be required for the development of lands at Collinstown. **Table 12-2** (see overleaf) sets out the key infrastructure necessary and funding sources, in a staged delivery schedule, in order to achieve the timely delivery of the objectives of the Leixlip Local Area Plan 2020-2023.

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

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

This schedule is a living programme. It will be reviewed at regular intervals to assess how the implementation is progressing, available resources and as new sources of funding emerge.

**Table 12-2** Collinstown Infrastructure Delivery Schedule

<b>Collinstown Infrastructure Delivery Schedule</b>		
<b>Roads and Transportation</b>		
Implement measures identified in 'Leixlip Strategic Transport Assessment' and Leixlip Local Area Plan 2020-2023.	Immediate – Long Term	Developer, State, KCC
New access road.	Medium – Long Term	Developer, State, KCC
Junction and roundabout upgrades required.	Medium – Long Term	Developer, State, KCC
Provision of rail station.	Long Term	Developer, State, KCC
<b>Water and Wastewater</b>		
General water supply network upgrade and extension.	On-going	Developer, State (IW)
General wastewater treatment network upgrade and extension.	On-going	Developer, State (IW)
Outcome of Drainage Area Plan (DAP) may impact on location of connection points to the sewer network and may necessitate the upgrading of the local pumping station. Study due for completion in 2020.	Short to Medium Term	Developer, State (IW)
<b>Local Neighbourhood Centre</b>		
Delivery of a new local neighbourhood centre	In tandem with development - the neighbourhood centre shall not be constructed until 30% of the developable area site area has been developed and occupied, no more than 50% of the site may be developed without the construction of a new neighbourhood centre to meet the local business needs of the Business Campus.	Developer
<b>Landscaping</b>	In tandem with new development	Developer
<b>Open Space and Amenity Provision</b>	In tandem with development	Developer

## 12.7 Confey

While a significant level of growth can be accommodated within/adjoining the defined Central Statistics Office (CSO) boundary for the Leixlip area, the level of housing growth required in the County Development Plan Core Strategy creates the need to identify suitable greenfield lands which are capable of accommodating further growth in the region of 1,765 residential units.

To address this requirement and in addition to the KDAs identified in this LAP, a significant land bank in Leixlip at Confey has been identified. These lands present considerable opportunities for a new residential and community neighbourhood with supporting social infrastructure.

The lands are strategically located in close proximity to the Dublin-Sligo rail line and in close proximity to the M4 and M3 motorways. Whilst this area presents significant opportunities for the future development of Leixlip, careful consideration must be given to the overall design. Therefore, in order to ensure that any future development is carried out in a sustainable manner an Urban Design Framework (UDF) has been prepared (refer to **Appendix A** of this plan). This document has informed the zoning of the lands at Confey and acts as the preliminary design guide for the future

development of these lands. The following policy and objectives are applicable to the Urban Design Framework lands in Confey:

### **Policy CON1 – Confey**

**CON1** *It is the policy of the Council to ensure that lands located at Confey are developed in a sustainable manner and in accordance with the details set out in the Confey Urban Design Framework recognising the area's strategic location within the Dublin Metropolitan Area.*

#### **Objectives**

It shall be an objective of the Council;

#### **CON 1.1**

- (a) No residential development shall take place on the lands identified within the Confey Urban Design Framework until such time as a masterplan is prepared and integrated into the Leixlip Local Area Plan by way of a statutory amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended).
- (b) The masterplan should include (but not be restricted to):
  - (i) Phasing infrastructure programme including physical, social, transport and economic infrastructure.
  - (ii) Site-Specific Flood Risk Assessment for the masterplan lands. Such an assessment shall identify flood risk management options for the Confey area and will ensure any issues are assessed and mitigated further upstream and that there is no adverse impact on existing properties upstream, or in the area, whilst also demonstrating that the development of this land will not create an adverse impact on lands downstream between the proposed Confey UDF area and the confluence with the River Liffey;
  - (iii) Transport Impact Assessment including proposals (if any) for Captain's Hill (R149).
  - (iv) Upgrades to Cope Bridge.
  - (v) Details of any upgrade works to Captain's Hill, to include entrances/exits to existing housing estates from same.
  - (vi) Statement of compliance with Urban Design Framework.
  - (vii) Water and wastewater network requirements.
  - (viii) Associated Environmental Assessments and appropriate climate proofing measures.
- (c) Individual applications for smaller sections of the Confey masterplan lands shall not be considered by the Planning Authority or An Bord Pleanála until the masterplan is integrated into the Local Area Plan in accordance with (a) above.
- (d) The Council will endeavour to initiate the preparation of this masterplan within 12 months of the adoption of the LAP.

### 13. Land Use Zoning Objectives

The **Land Use Zoning Map** shows the land use zoning objectives for Leixlip and should be read in conjunction with **Table 13-1** Land Use Zoning Objectives, **Table 13-2** Definition of Terms and **Table 13-3** Land Use Zoning Matrix.

**Table 13-1** Land Use Zoning Objectives

Ref	Use	Land-Use Zoning Objectives
A	Town Centre	To protect, improve and provide for the future development of Town Centres.
B	Existing Residential / Infill	To protect and enhance the amenity of established residential communities and promote sustainable intensification.
C	New Residential	To provide for new residential development.
MU	Mixed Use	To provide for a mix of uses to include residential, employment and commercial.
E	Community and Educational	To provide for education, recreation, community and health.
F	Open Space and Amenity	To protect and provide for open space, amenity and recreation provision.
F2	Strategic Open Space	To preserve, provide for and improve recreational amenity, open space and green infrastructure networks.
N	Neighbourhood Centre	To provide for new/existing neighbourhood centres and associated facilities
H	Industrial and Warehousing	To provide for industry, manufacturing, distribution and warehousing.
I	Agricultural	To retain and protect agricultural uses.
Q	Enterprise and Employment	To provide for and facilitate the provision of high job-generating uses.
T	Tourism	To provide for tourism and leisure facilities.
U	Transport and Utilities	To provide for the needs of transport and utility uses.

**Table 13-2** Zoning Matrix – Definition of Terms

<b>Term</b>	<b>Definition</b>
<b>Permitted in Principle (Y)</b>	Land uses designated under each zoning objective as 'Permitted in Principle' are generally acceptable, subject to compliance with those objectives as set out in other chapters of this Plan.
<b>Open for Consideration (O)</b>	Land uses shown as 'Open for Consideration' are uses that are not considered acceptable in principle in all parts of the relevant land use zone. However, such uses may be acceptable in circumstances where the Council is satisfied that the proposed use would not conflict with the general objectives for the zone and the permitted or existing uses as well as being in the interests of the proper planning and sustainable development of the area.
<b>Not Permitted (N)</b>	Land uses which are indicated as ' <i>Not Permitted</i> ' in the Land Use Zoning Matrix (Table 13.3) will not be permitted.
<b>Other Uses</b>	Proposed land uses not listed in the matrix will be considered on the merits of the individual planning application, with reference to the most appropriate use of a similar nature indicated in the table and in relation to the general policies and zoning objectives for the area.
<b>Non-conforming uses</b>	Existing established uses that are inconsistent with the primary zoning objective, where legally established by continuous use for the same purpose prior to 1 <sup>st</sup> October 1964 or by a planning permission and will not be subject to legal proceedings under the Act in respect of their continued use. Where extensions or improvements of premises accommodating these uses are proposed each shall be considered on its merits in accordance with the proper planning and sustainable development of the area.
<b>Transitional Areas</b>	<p>While the zoning objectives indicate the different uses permitted in each zone it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones. In these areas it is necessary to avoid developments that would be detrimental to amenity.</p> <p>In zones abutting residential areas, particular attention will be paid to the uses, scale, density and appearance of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties.</p> <p>Development abutting amenity and open space will generally facilitate the passive supervision of that space, where possible by fronting onto it.</p>

### 13.1 Land Use Zoning Matrix

The Land Use Zoning Matrix (**Table 13-3**) illustrates the range of land uses together with an indication of their broad acceptability in each of the land use zones.

**Table 13-3** Land Use Zoning Matrix

Land Use	A – Town Centre	B - Existing Residential/Infill	C – New Residential	MU – Mixed Use	E – Community and Educational	F – Open Space and Amenity	F2 – Strategic Open Space	N – Neighbourhood Centre	H - Industrial and W/housing	I - Agriculture	Q – Enterprise & Employment	T - Tourism	U – Transport and Utilities
Amusement Arcade	O	N	N	N	N	N	N	N	N	N	N	N	N
Agricultural Buildings	N	N	N	N	N	N	N	N	O	Y	N	N	N
Car Park (other than ancillary)	Y	N	N	O	O	N	N	O	O	N	O	O	O
Betting Office	O	N	N	N	N	N	N	O	N	N	N	N	N
Cemetery	N	N	N	N	Y	N	N	N	N	O	N	N	N
Cinema	O	N	N	O	N	N	N	N	N	N	N	N	N
Community / Recreational / Sports buildings	Y	O	O	N	Y	Y	N	O	N	O	N	Y	N
Crèche / Play-school	Y	O	Y	Y	Y	N	N	O	N	N	O	O	N
Cultural Uses / Library	Y	O	O	O	Y	O	O	O	N	N	N	O	N
Dancehall / Disco	O	N	N	N	N	N	N	N	N	N	N	O	N
Dwelling	Y	Y	Y	Y	O <sup>12</sup>	N	N	O	N	O <sup>13</sup>	N	N	N
Emergency Residential Accommodation	Y	O	O	O	Y	N	N	Y	N	N	N	O	N
Funeral Homes	Y	N	N	O	O	N	N	O	N	N	N	N	N
Garage / Car Repairs	N	N	N	N	N	N	N	N	Y	N	N	N	N
Group/Special Accommodation Needs <sup>14</sup>	Y	Y	Y	N	O	N	N	O	N	O	N	N	N

<sup>12</sup> Ancillary to health/community use, and/or to meet special accommodation needs.

<sup>13</sup> Subject to Rural Housing Policy as outlined in the Kildare County Development Plan 2017-2023.

<sup>14</sup> For further information on group/special accommodation needs refer to Section 7.3.1 of this Plan.

Land Use	A – Town Centre	B - Existing Residential/Infill	C – New Residential	MU – Mixed Use	E – Community and Educational	F – Open Space and Amenity	F2 – Strategic Open Space	N – Neighbourhood Centre	H - Industrial and W/housing	I - Agriculture	Q – Enterprise & Employment	T - Tourism	U – Transport and Utilities
Guest House/Hotel/ Hostel	Y	O	O	Y	N	N	N	O	N	O	N	Y	N
Heavy Commercial... ...Vehicle Park	N	N	N	N	N	N	N	N	Y	N	N	N	O
Hot Food take away	O	N	N	N	N	N	N	O	N	N	N	N	N
Industry (Light)	O	N	N	N	N	N	N	N	Y	N	O	N	N
Industry (General)	N	N	N	N	N	N	N	N	Y	N	N	N	O
Medical Consultant / Health Centre	Y	O	O	Y	Y	O <sup>15</sup>	N	Y	N	N	O	O	N
Motor Sales	O	N	N	N	N	N	N	N	Y	N	N	N	N
Nursing Home	Y	Y	Y	N	O	N	N	N	N	O	N	N	N
Offices	Y	O <sup>16</sup>	O <sup>16</sup>	O	N	N	N	O	O	N	O	N	N
Park / Playground	Y	Y	Y	Y	Y	Y	Y	O	N	O	N	Y	N
Park and Ride Facility	N	N	N	N	N	N	N	N	N	N	O	N	N
Petrol Station	N	N	O	N	N	N	N	O	Y	N	O	N	O
Place of Worship	Y	O	O	N	Y	N	N	O	N	N	N	O	N
Playing Fields	O	O	O	N	Y	Y	Y	N	N	O	O	Y	N
Pub	Y	N	O	Y	N	N	N	O	N	N	N	O	N

<sup>15</sup> Only where the existing Open Space and Amenity can be offset to a suitable alternative site.

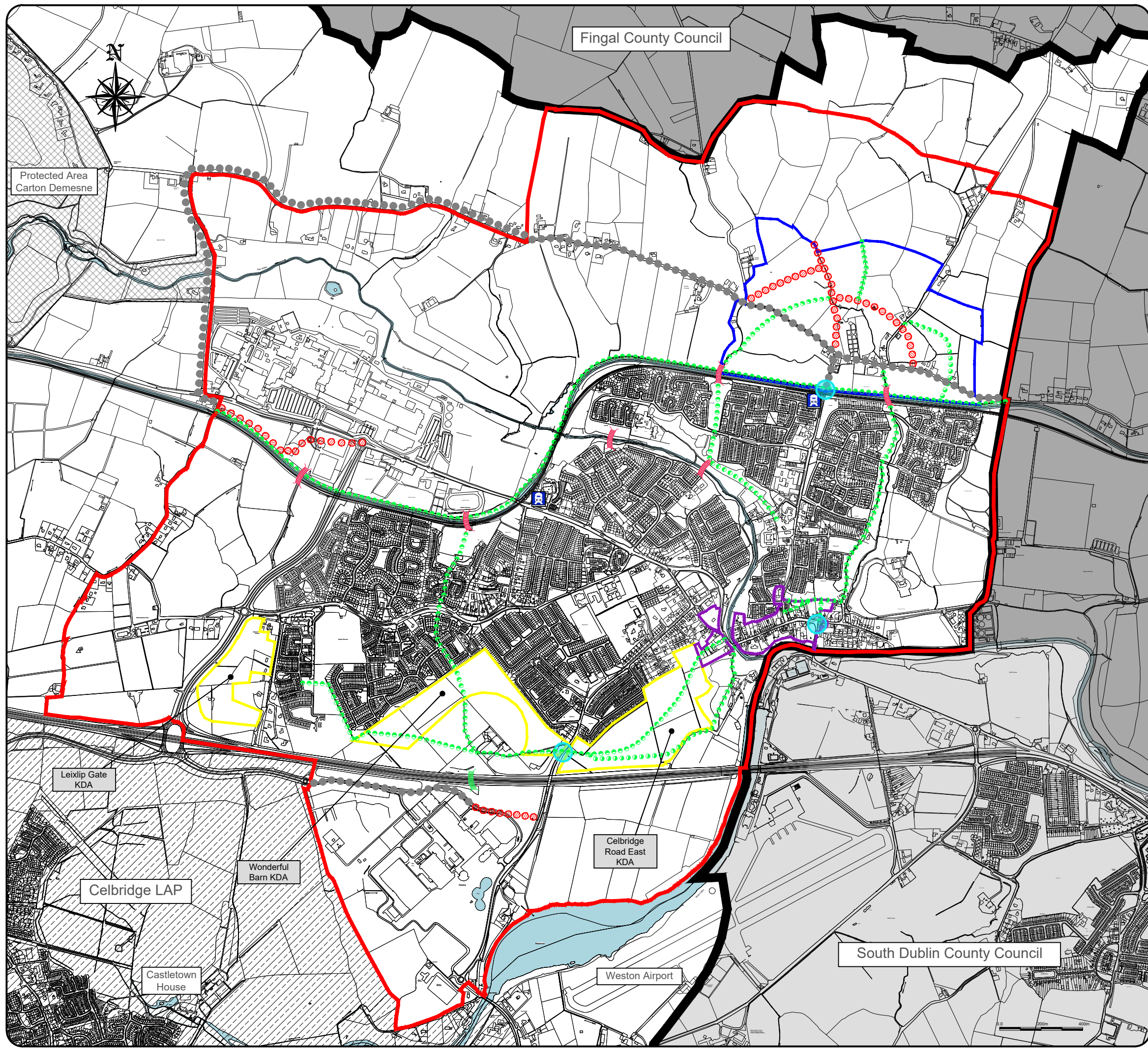
<sup>16</sup> Proposals of this nature shall be restricted to circa 100m<sup>2</sup>.



Land Use	A – Town Centre	B - Existing Residential/Infill	C – New Residential	MU – Mixed Use	E – Community and Educational	F – Open Space and Amenity	F2 – Strategic Open Space	N – Neighbourhood Centre	H - Industrial and W/housing	I - Agriculture	Q – Enterprise & Employment	T - Tourism	U – Transport and Utilities
Restaurant	Y	O	O	Y	N	N	N	O	N	N	O	O	N
School	Y	O	O	N	Y	O	N	N	N	N	N	N	N
Shop (Comparison)	Y	N	N	Y	N	N	N	N	N	N	N	N	N
Shop (Convenience)	Y	O <sup>17</sup>	O <sup>17</sup>	Y	N	N	N	O <sup>18</sup>	N	N	O <sup>18</sup>	N	N
Stable Yard	N	N	N	N	N	O	N	N	N	Y	N	N	N
Tourist Related Facilities	Y	O	O	O	O	O	N	O	N	O	N	O	N
Utility Structures	O	O	O	N	O	O	O	O	O	O	O	O	Y
Warehouse (Wholesale) / Store / Depot	O	N	N	N	N	N	N	N	Y	N	N	N	N














<sup>17</sup> No single unit shall exceed 100 m<sup>2</sup> of the net retail space.

<sup>18</sup> No single unit shall exceed 200 m<sup>2</sup> of the net retail space to a maximum number of three units. The total net retail space shall not exceed 300 m<sup>2</sup>.



Leixlip Local Area Plan  
 2020 - 2023

**Legend :**

-  Local Area Plan Boundary
-  Confey Urban Design Framework
-  Key Development Area
-  Town Centre Regeneration Area
-  County Boundary
-  Proposed Strategic Pedestrian / Cycle Route
-  Proposed Road Objective
-  Roads and Footpath Improvements Objective
-  Proposed Pedestrian / Cycle Bridge (Indicative only)
-  Proposed Pedestrian / Cycle Overpass
-  Proposed Junction / Bridge Improvements
-  Train Station
-  River / Canal / Lakes

Leixlip Transport Map

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Date:	December 2019	Drawing No.:	200/18/942
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








This drawing is to be read in conjunction with the written statement



Kildare County Council  
 Planning Department  
 Áras Chill Dara,  
 Devoy Park, Naas,  
 Co Kildare.

Leixlip Local Area Plan  
 2020 - 2023

Legend :

-  Local Area Plan Boundary
-  County Boundary
-  Zone of Archaeological Potential
-  Confey Urban Design Framework
-  Key Development Area
-  Proposed Natural Heritage Area (pNHA)  
002103 - Royal Canal  
001398 - Rye Water Valley / Carton
-  Special Area of Conservation (SAC)  
001398 - Rye Water Valley / Carton
-  Architectural Conservation Area (ACA) Boundary
-  Record of Monuments and Places (RMP)
-  Record of Protected Structures (RPS)
-  Views and Prospects to be Preserved  
(Related to Canal Corridor)
-  Views and Prospects to be Preserved
-  River / Canal / Lakes
-  Scenic Route No. 31  
(Kildare CDP 2017-2023)

Leixlip Built Heritage and Archaeology Map

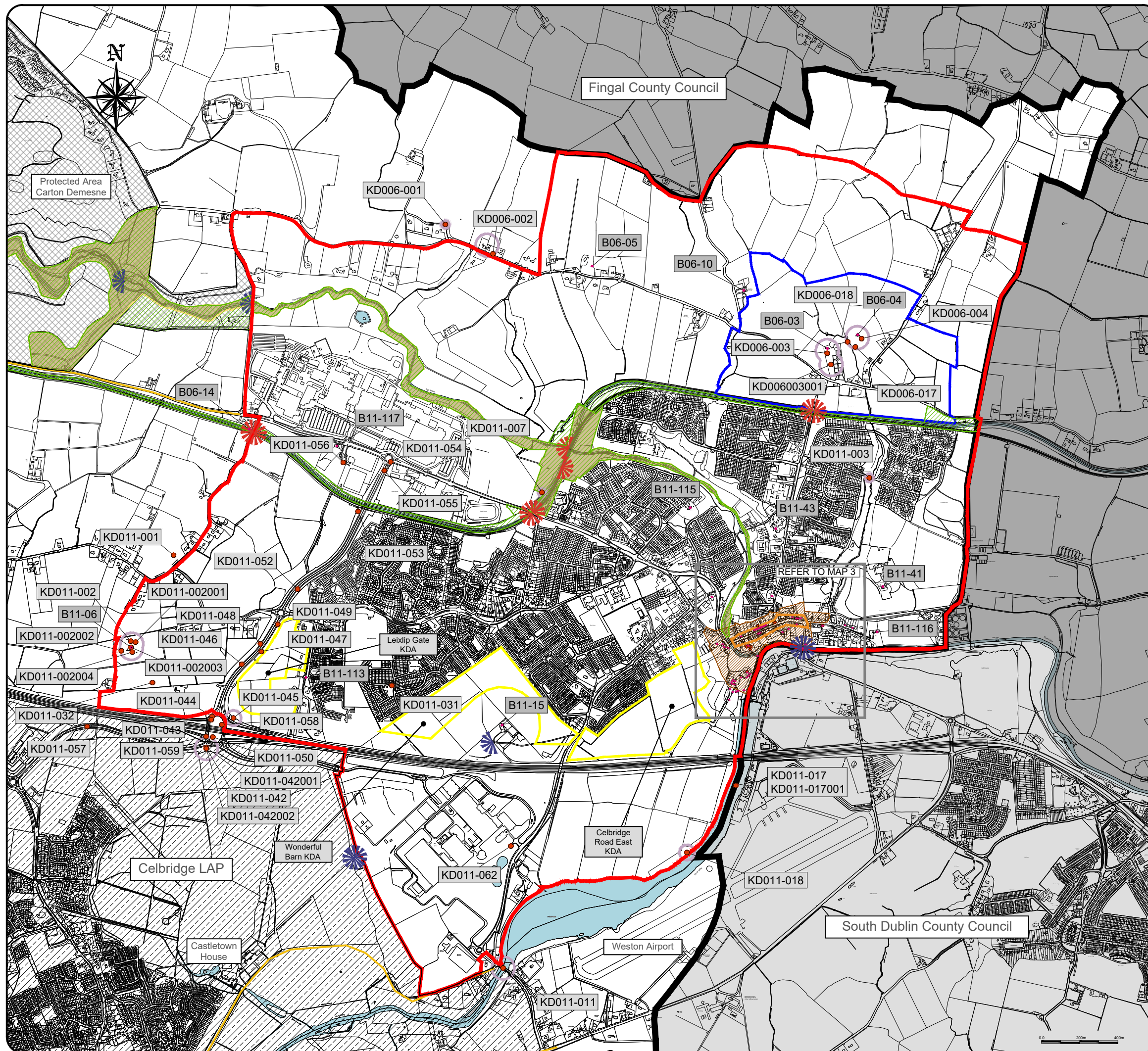
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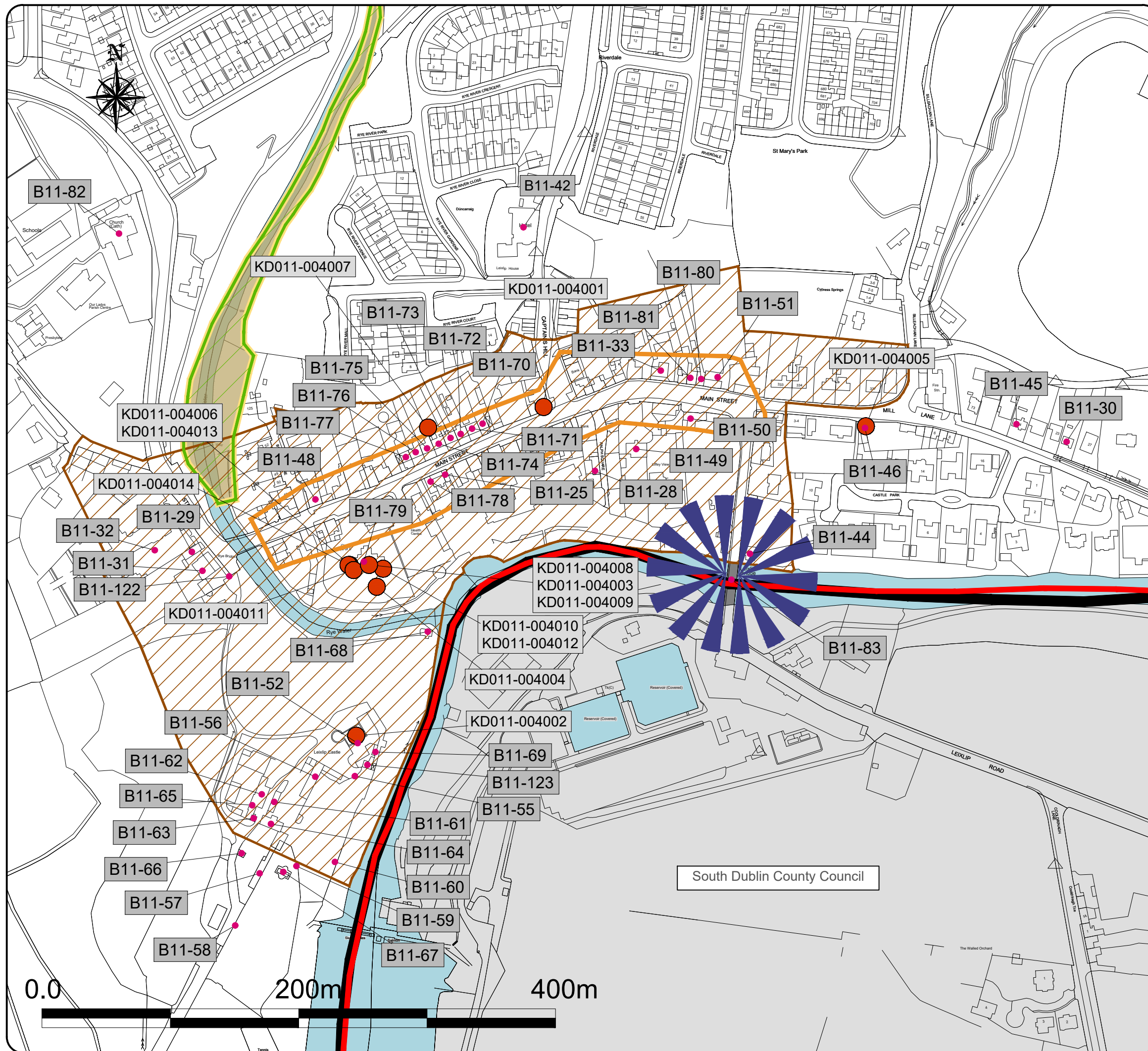


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Leixlip Local Area Plan  
 2020 - 2023

Legend :

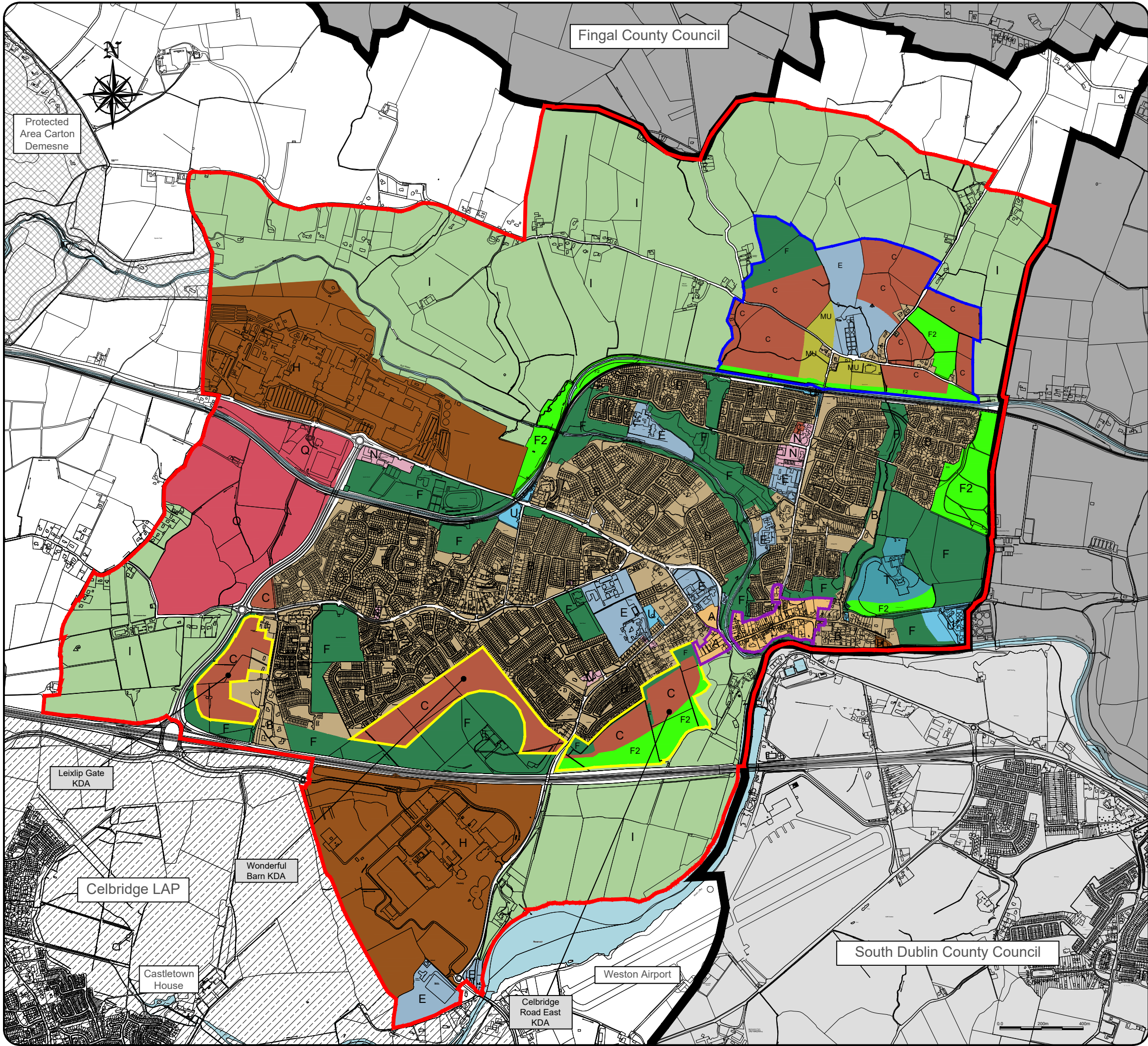
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-  Record of Monuments and Places (RMP)
-  Views and Prospects to be Preserved
-  River / Canal / Lakes



Leixlip Built Heritage and Archaeology  
 Map - Town Centre




















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**Leixlip Local Area Plan  
 2020 - 2023**

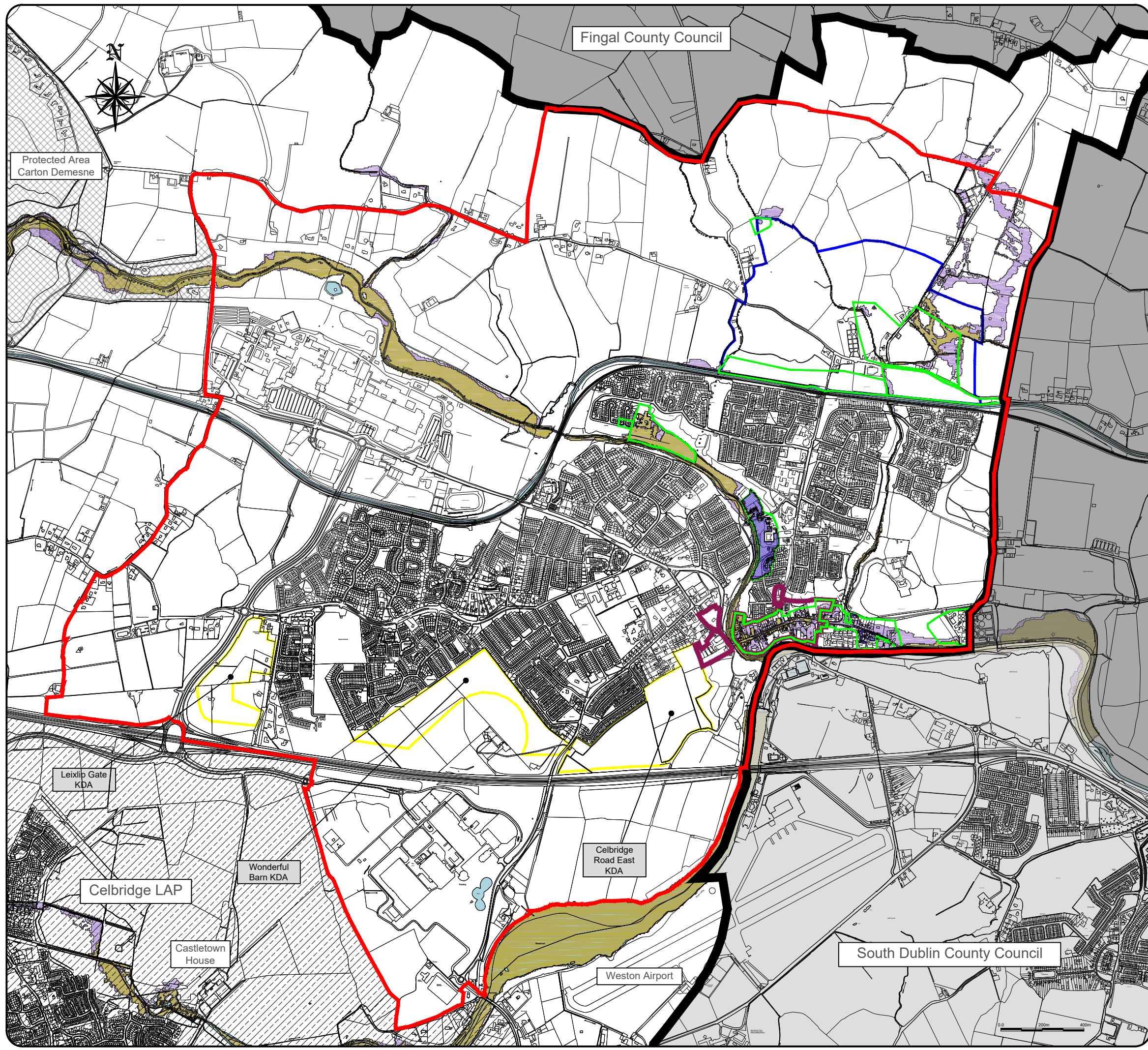
**Legend :**

-  Local Area Plan Boundary
-  Confey Urban Design Framework
-  Key Development Area
-  Town Centre Regeneration Area
-  County Boundary
-  A: Town Centre
-  B: Existing / Infill Residential
-  C: New Residential
-  E: Community and Education
-  F: Open Space and Amenity
-  F2: Strategic Open Space
-  H: Industry and Warehousing
-  I: Agricultural
-  T: Tourism
-  N: Neighbourhood Centre
-  Q: Enterprise and Employment
-  MU: Mixed Use
-  U: Transport and Utilities
-  River / Canal / Lakes

**Land Use Zoning Objectives Map**

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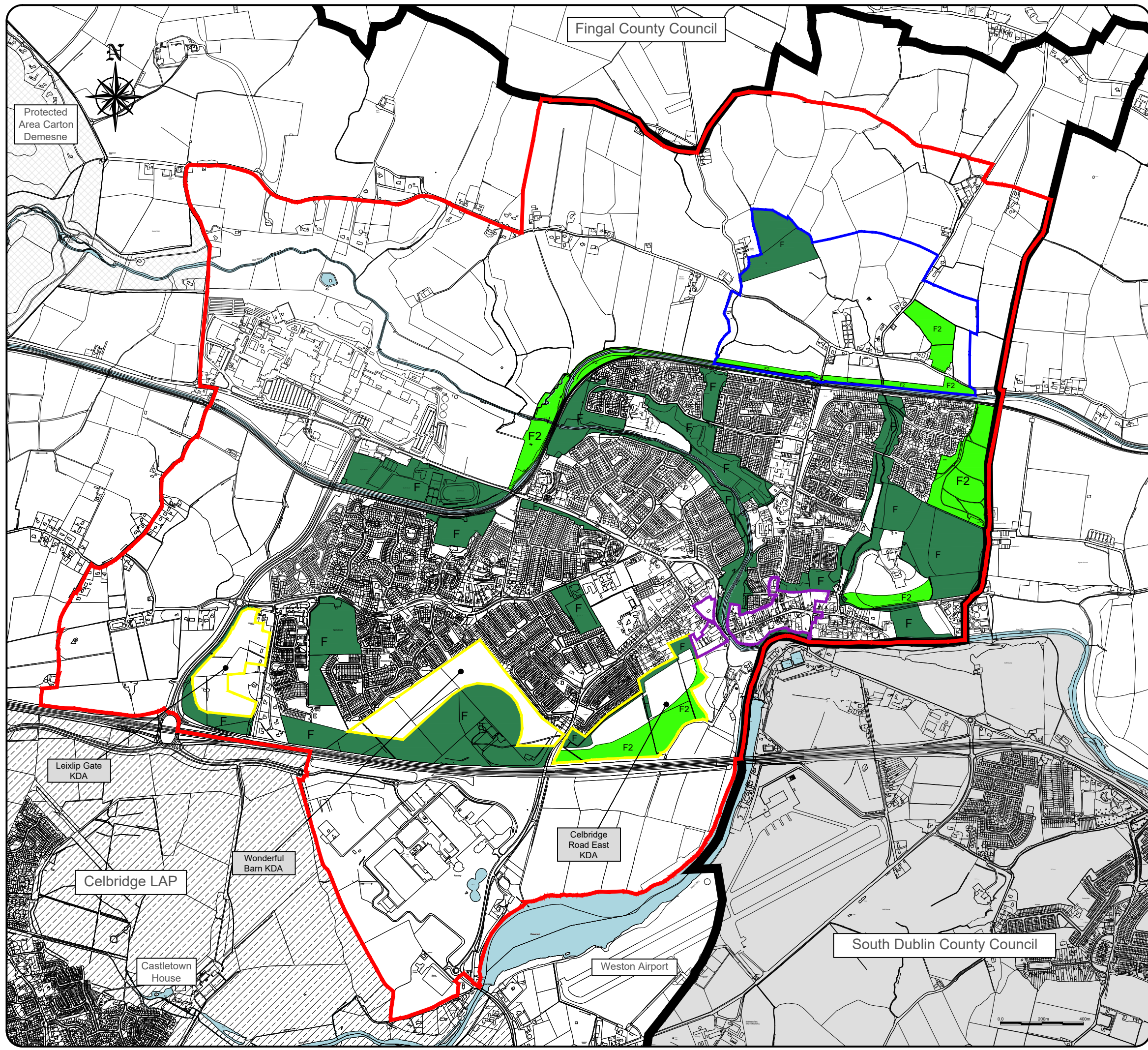
Leixlip Local Area Plan  
 2020 - 2023

- Legend :
- Local Area Plan Boundary
  - County Boundary
  - Confey Urban Design Framework
  - Key Development Area
  - Town Centre Regeneration Area
  - Flood Risk Assessment
  - Defended Area
  - Flood Risk Zone A (1.0% AEP)
  - Flood Risk Zone B (0.1% AEP)
  - River / Canal / Lakes









Leixlip Flood Risk Map

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Leixlip Local Area Plan  
 2020 - 2023

- Legend :
-  Local Area Plan Boundary
  -  County Boundary
  -  Town Centre Regeneration Area
  -  Key Development Area
  -  Confey Urban Design Framework
  -  F: Open Space and Amenity
  -  F2: Strategic Open Space
  -  River / Canal / Lakes

Leixlip Open Space Map

Scale:	N.T.S.	Map Ref.:	6
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APPENDIX A

# CONFELY

## Urban Design Framework





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# PREFACE

## Document Purpose and Introduction

This Urban Design Framework (UDF) will act as a preliminary design guide for the future development of lands at Confey, north of Leixlip. The UDF has been informed by background research and baseline analysis, which has highlighted opportunities for future development while also identifying possible constraints and issues. The background research and baseline analysis which inform the future development of Confey is set out in the addendum to this Urban Design Framework.

The Urban Design Framework sets out to:

- Identify and provide an analysis of existing opportunities and constraints facing the future development of the lands at Confey;
- Detail the process undertaken in analysing the context of future development potential and how the layout and design of the overall proposed scheme has taken this into account;
- Present an overarching vision that will guide the future development of the subject lands;
- Provide general and specific design principles to inform the future development;
- Develop concept plans to illustrate the indicative approaches that have been considered and informed by analysis and design principles;
- Provide a framework which places a focus on placemaking, the creation/enhancement of green infrastructure, built heritage and ecological features and sustainable transport modes in a manner which maximises the potential of the subject lands; and
- Provide a phasing/sequencing programme for the overall development of the lands to allow for orderly development and to ensure adequate infrastructure is provided in tandem with development to serve the future population.

This Framework is underpinned by the policy and objectives set out in **Section 12.7** of the Leixlip Local Area Plan 2020-2023.

## CONTEXT

Strategically located within the Dublin Metropolitan Area (DMA) and adjoining Confey Railway Station, a significant development opportunity exists to develop a transformative new mixed use neighbourhood which is intrinsically connected and complementary to the existing services and facilities within the built-up area of Leixlip while also facilitating a significant modal shift, maximising sustainable transport modes. The Confey lands north of Leixlip which relate to this UDF currently comprises circa 73 hectares. Key to achieving the delivery of this new neighbourhood in a coherent and sustainable manner is the timely delivery of critical supporting infrastructure.

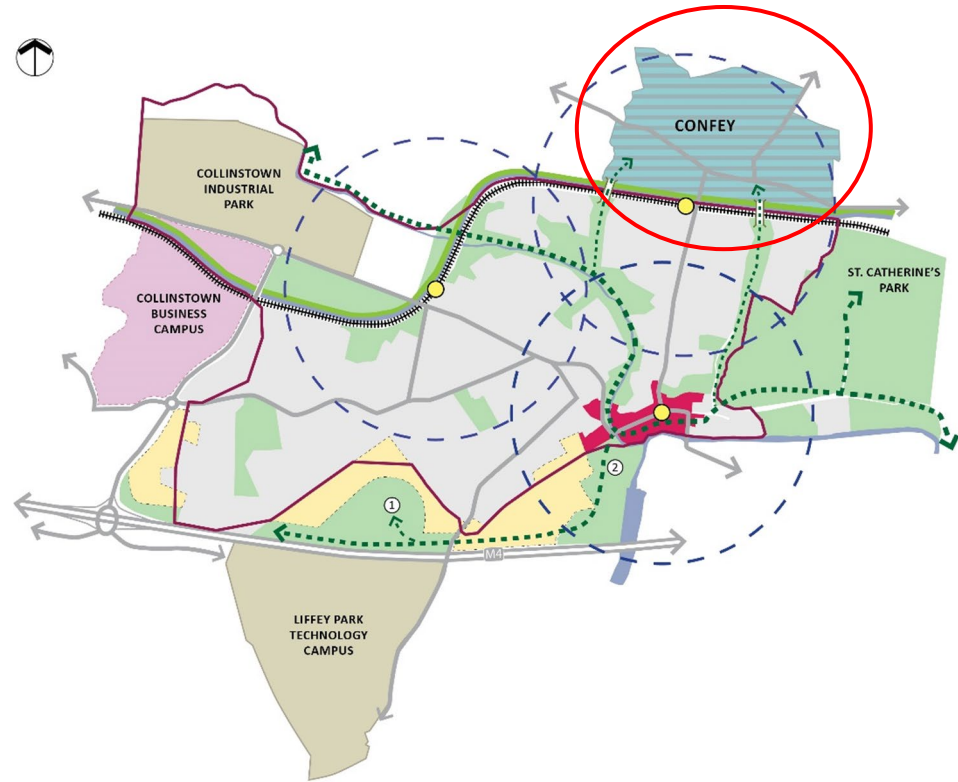


Figure 1 – Confey UDF Lands in a Leixlip Context

## A VISION FOR CONFHEY

*To provide for a new high-quality, attractive and sustainable mixed use neighbourhood which maximises the strategic location of the Confey lands; within the Dublin Metropolitan Area, adjoining the Dublin Maynooth railway line and the Royal Canal Greenway, in a manner which harmonises with and enhances the existing built and natural environment of Leixlip.*

## DESIGN PRINCIPLES AND CONCEPT

### 1. KEY DESIGN PRINCIPLES AND CONCEPT

The design principles and concept for Confey have been informed by background research and analysis which is set out in the addendum to this UDF. The addendum sets out the strategic and local context of the Confey lands alongside a description of the physical attributes associated with the area including a land description, transport connections, infrastructure, flood risk, landscape and built and natural heritage. The analysis of such attributes facilitates the identification of a number of opportunities within the UDF area which in turn have informed the design principles and concept. Where perceived constraints were identified, the UDF framework seeks to overcome such issues through innovative design and land use designation.

#### 1.1 DESIGN PRINCIPLES

##### GENERAL

- To create a new attractive sustainable neighbourhood for people to live.
- To ensure the optimum balance in land uses to include residential, neighbourhood centre / retail offering, community, leisure and amenity facilities which are complementary to the existing offering within the town.
- To maximise the potential for a sustainable walk/cycle environment, connecting the area to Main Street to the south, employment opportunities to the west and existing parklands to the south-east.
- To maximise the area's location within walking distance of Confey Railway Station alongside opportunities for greater connectivity to the existing road and motorway network.
- To provide a new local 'park-and-ride' facility in conjunction with the redeveloped Confey Railway Station and the neighbourhood centre which will meet both residents and commuters needs.
- To provide a new street connecting Confey Railway Station to a new Mixed Use / Community Hub which will define the centre of the new neighbourhood providing retail, commercial and civic uses while also acting as a focal point with links to the adjoining residential areas.
- To provide for a variety of public open spaces within the Confey area ranging from small squares and courtyards to a new eastern public park which will act as an extension to and complement the existing open space provision to the south of Confey at St. Catherine's Park.

##### URBAN DESIGN PRINCIPLES

- To provide a neighbourhood centre in the form of an urban street connected to a new community hub which will form the heart of the new neighbourhood and serve the needs of the residents.

- To create a new sustainable living environment which incorporates a strong and distinctive sense of place, a rich mix of spaces, environments and communities, individual character areas with an appropriate mix of residential building types.
- To ensure diversity of spaces, building types and land uses that provide for a variety of user needs and demands and create individual character areas which people can identify with.
- To create a neighbourhood that is highly permeable and accessible linking attractive streets, squares, open spaces and parks.
- To promote walking and cycling over car travel through proximity to local facilities and by the provision of a carefully planned high-quality network of footpaths and cycle paths.
- To provide a high-quality, accessible and safe public realm.
- To ensure a hierarchy of spaces, from public to private, that is legible and easy to understand, where public and private spaces are clearly distinguishable.
- To provide for robust and adaptable development particularly along the new street through innovative design.

#### LAND USE

- To provide new residences in a variety of character areas, each with its own identity and each with a sense of place.
- To ensure that the land use mix of residential, urban neighbourhood centre, community and amenity is appropriate, robust and sustainable so as to underpin the long term viability of the neighbourhood.
- To ensure that the identified land uses for the area are compatible and complementary with each other and with the broader Leixlip area.
- To ensure that appropriate levels of development are provided in tandem with the provision of new physical and social infrastructure.

#### PLACEMAKING

- To establish a new residential neighbourhood centred around the new street and community hub which will act as a focal point and also as an extension to the existing neighbourhood centre offering at Riverforest Park to the south and the Main Street.
- Lands will be reserved for the provision of educational facilities, a new community hub to include a community building/civic space, car parking and an extended cemetery (capable of meeting the short term needs of the Leixlip area).
- To provide new sporting facilities for Confey GAA to the northwest which will be capable of meeting the long term needs of the club while also ensuring ease of accessibility for pedestrians and cyclists.
- Alongside the delivery of the Royal Canal Greenway as an axis to promote pedestrian and cycle movements, to promote green amenity routes within the UDF area.

- To provide an appropriate density and mix of development within the core area of the UDF lands in a manner that creates a vibrant, sustainable neighbourhood centre integrating living, working, and community/leisure facilities while also encouraging a strong night time economy and presence of residents outside of work hours.

#### TRANSPORT AND MOVEMENT

- To fully realise the potential of the Royal Canal Greenway as an axis for internal trip movements within the new neighbourhood and to the existing built-up area of Leixlip and beyond.
- To maximise the potential of increased public transport services for the new neighbourhood through permeable design principles ensuring a safe and convenient means of access for all residents to such facilities and surrounding areas.
- To develop a new street that will facilitate connectivity to Captain's Hill in a manner that places a strong emphasis on pedestrian and cycle movement.
- To develop a network of primary and secondary roads, paths and cycleways throughout the new neighbourhood linking with adjoining areas in a manner that provides accessibility for all.
- To develop a sustainable walking and cycle environment connecting all areas within the new neighbourhood to the new street and community hub while also providing connections to Leixlip Main Street, employment opportunities and existing parklands.
- To manage vehicular traffic and parking at Confey, particularly in and around the new street and community hub area.

#### LANDSCAPE PRINCIPLES

- To endeavour to conserve existing landscape elements where they significantly contribute to the character or sense of place and where possible integrate same into new developments.
- To provide new landscaping which is appropriate to each of the character areas and enhances their distinction and sense of place.
- To ensure views east and west along the Royal Canal and towards a new community hub from a redeveloped Cope Bridge are maintained and enhanced.
- To provide high-quality landscaping along all distributor and access roads that will enhance the visual appearance of the new neighbourhood.
- To develop a new public park north-east of the area which will connect to and act as an extension to existing amenities.

## 1.2 DESIGN FRAMEWORK CONCEPT

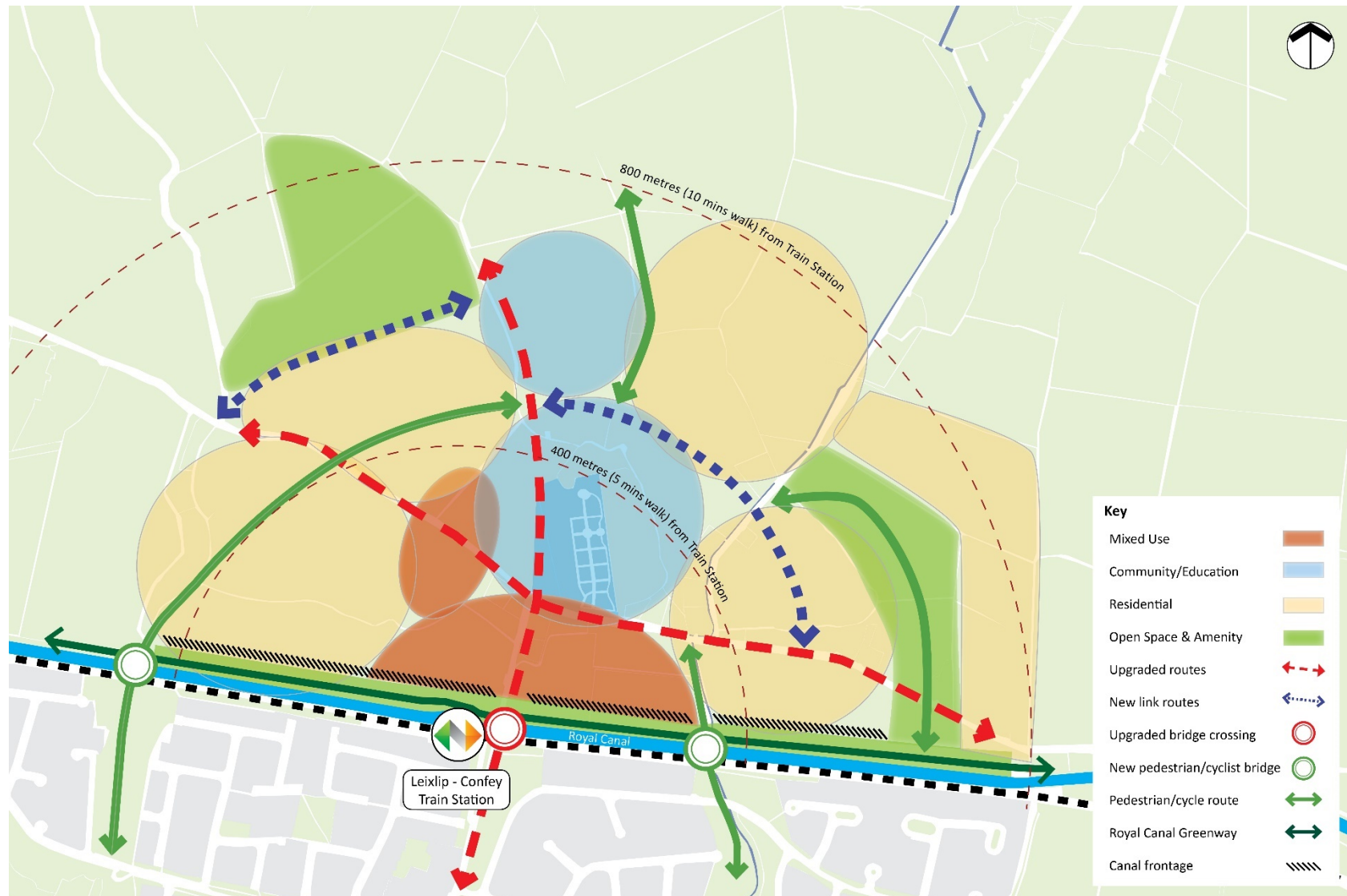


Figure 2 - Urban Design Framework Concept

## **2. URBAN DESIGN FRAMEWORK**

### **2.1 GENERAL**

This Urban Design Framework (UDF) document has been structured to take the reader through a preliminary process of the design evolution for the lands at Confey. Such details inform the 'Urban Design Framework' which is explained under a series of headings which include Green Infrastructure, Ecological Enhancement, Surface Water and Drainage, Land Uses, Density and Building Heights, Land Capacity and Indicative Typologies, Character Areas and Movement and Access.

#### **2.1.1 GREEN INFRASTRUCTURE AND ECOLOGICAL ENHANCEMENT**

The framework provides for the retention of identified high to moderate quality planting, trees or hedgerows which provide a valuable resource and enhance the quality of the new neighbourhood at Confey.

High value hedgerows have been identified adjoining Confey Cemetery following existing field boundaries while further high value hedgerows have been identified to the east and adjoining the Royal Canal. Moderate value hedgerows are also identified adjoining the Royal Canal to the west and along the local road to the north-east at Allenswood. These corridors offer the potential for ecological spines throughout the new neighbourhood where habitats and networks can be retained and enhanced. Such ecological enhancement measures provide the opportunity for enhanced habitat features and greater connectivity of benefit to a range of potential species, notably along proposed 'ecological corridors' on site. These measures will assist in enhancing the ecological network within the area whilst also providing for a varied landscape. A development buffer in the form of a linear park will also enhance the existing ecological network along the Royal Canal.

The design and development of such ecological enhancement measures should be integrated into the landscape of the area while also enhancing the area's visual containment.

#### **2.1.2 SURFACE WATER, DRAINAGE AND INFRASTRUCTURAL SERVICES**

The existing lands at Confey are, in the main, greenfield in nature, with existing surface water unattenuated. Opportunities exist to incorporate Sustainable Urban Drainage Systems (SuDS) measures, including attenuation, rainwater harvesting and permeable paving. There are also opportunities to incorporate landscaping design for the provision of sustainable drainage systems such as swales running parallel with pathways and green corridors. The actual layout and types of attenuation features will be determined based on detailed underground and over ground site analysis and will inform the detailed design for the Framework lands at planning application stage.



In relation to various wayleaves which traverse the area, the final alignment of roads/cycleways/footpaths and the location of open spaces and public areas shall have regard to the wayleaves for gas and water services.

### **2.1.3 LAND USE**

Figure 3 indicates the proposed land uses for Confey in accordance with Map No. 4 of the Local Area Plan. The main land uses proposed are mixed use, residential, community and open space zoning. The mixed use zoning has the potential to provide a variety of uses in the form of a new street/neighbourhood with the potential to accommodate c. 255 units. The residential lands provide for two density ranges based on the particular area's proximity to the existing train station and provide an overall unit potential of c. 1,510 units. Supplementing these land uses and in recognition of the presence of the existing cemetery within the centre of the Confey lands, a new community hub has been identified which will have the capacity to accommodate a limited expansion of the existing cemetery, civic/community uses, a primary school, recreational and amenity uses. North of this central hub a site has been identified capable of accommodating a post primary school.

Lands uses have been designated so as to capitalise on the existing features in the area while also aiming to maximise the potential to create a sustainable neighbourhood, centred around the presence of Confey Railway Station and the Royal Canal through the provision of a network of green pedestrian and cycle corridors. Such measures are further enhanced through the provision of a new park to the east which will serve the local population and is intended to connect to St. Catherine's Park via a new pedestrian/cycle crossing of the Royal Canal and railway line at Glendale Meadows.

In view of the close proximity of the GAA club to Confey Railway Station and the limited capacity of the club to expand on its present site, it is proposed to zone lands further north and in close proximity to the proposed 'Community Hub' ensuring ease of access.



Figure 3 - Confey Land Use Map

### 2.1.4 DENSITY AND BUILDING HEIGHTS

The location, scale and identity of development lands within the framework take into consideration the presence and proximity to the rail line and the future DART expansion programme. In line with the provisions of Tables 4.1 and 4.2 of the Kildare County Development Plan 2017-2023, the density ranges provide for up to 50 units to the hectare within the Mixed Use Character Areas. This higher density is also applicable to the Residential Character Areas which are generally located within or proximate to the 400m radius (a 5-minute walk) of Confey Railway Station. The remaining lands shall be developed at an average density of 35 units per hectare. Building heights within the identified higher density lands shall generally provide for 3 to 4 storey buildings. Increased buildings heights shall be subject to strong architectural design, protection of views north, east and west of a redeveloped Cope Bridge and will only be permitted where it can be demonstrated that the proposed scheme will not detract from or prejudice the design and layout of the overall Confey lands. Building heights within the designated medium density lands shall provide for more traditional building forms of 2/3 storeys in height.

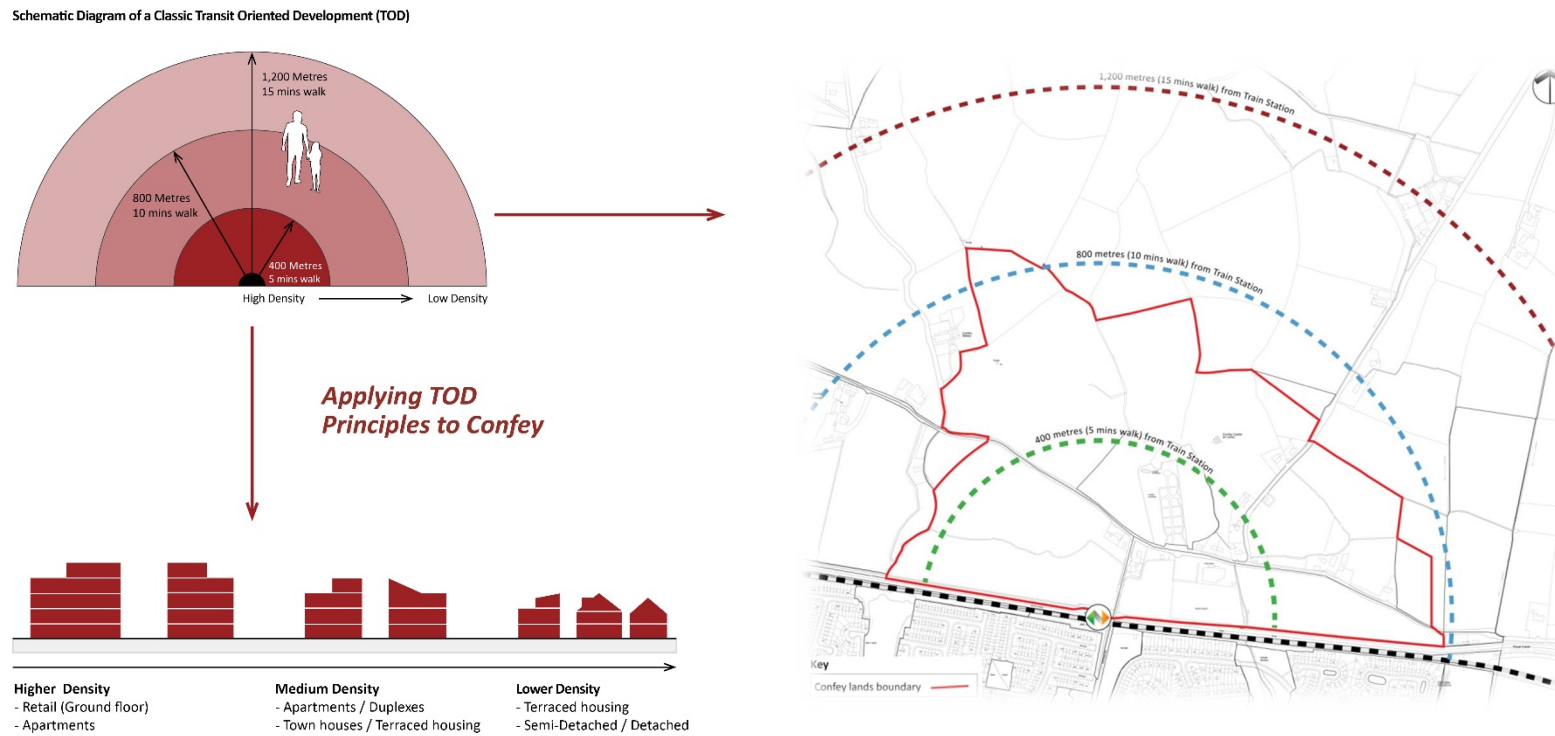


Figure 4 - Density and Building Heights

### 2.1.5 LAND CAPACITY AND INDICATIVE TYPOLOGIES

The estimated quantum of development provided for within the UDF area is set out below.

Mixed Use				
Character Area	Zoning	Area (ha)	Density Proposed/ha	Unit Potential
MU1	Mixed Use	2.5	50	125
MU2	Mixed Use	1.6	50	80
MU3	Mixed Use (Focus on Retail Anchor)	3.1 (2.1 focussed on Retail Anchor/Car Parking etc – 1ha residential)	50	50
			<b>Total</b>	<b>255</b>

Community and Educational		
Character Area	Zoning	Area (ha)
CH1	Community Educational	6.4 (including existing cemetery)
CH2	Community Educational	4.5
		<b>Total</b>
		<b>10.9</b>

Residential				
Character Area	Zoning	Developable Area (ha) i.e. excluding road infrastructure etc	Density Proposed/ha	Unit Potential
R1	Residential	8.22	50	411
R2A	Residential	2	50	100
R2B	Residential	3.7	35	130
R3	Residential	3.55	35	124
R4A	Residential	1.7	50	85
R4B	Residential	1.54	35	54
R5A	Residential	2.3	50	115
R5B	Residential	0.64	35	22
R6	Residential	1.25	35	44
R	Residential	12.5	35	425
		<b>37.4</b>	<b>Total</b>	<b>1,510</b>

Open Space and Amenity		
Character Area	Zoning	Area (ha)
OS1	Open Space and Amenity	4.1
OS2	Open Space and Amenity	4.1
OS3	Open Space and Amenity	7.2
		<b>Total</b>
		<b>15.4</b>

Figure 5 - Confey Land Use Zoning and Indicative Densities

### 2.1.6 CHARACTER AREAS

The framework provides for a maximum of 1,765 new housing units within the boundary, which is consistent with the zoning objectives of the Leixlip Local Area Plan 2020-2023. The approach adopted is to locate higher density residential elements towards the centre and closer to Confey Railway Station. Beyond these lands, densities will be reduced with a number of different typologies including courtyard style development, terraced housing, detached and semi-detached units.

A variety of neighbourhood character areas will be provided throughout. While each area will have its own individual identity the overarching premise for the development of all lands will be to create a single permeable neighbourhood which promotes sustainable transport modes.

Within all Character Areas, the integration and where appropriate, enhancement of existing green infrastructure which have been identified as being of moderate to high value, is promoted.

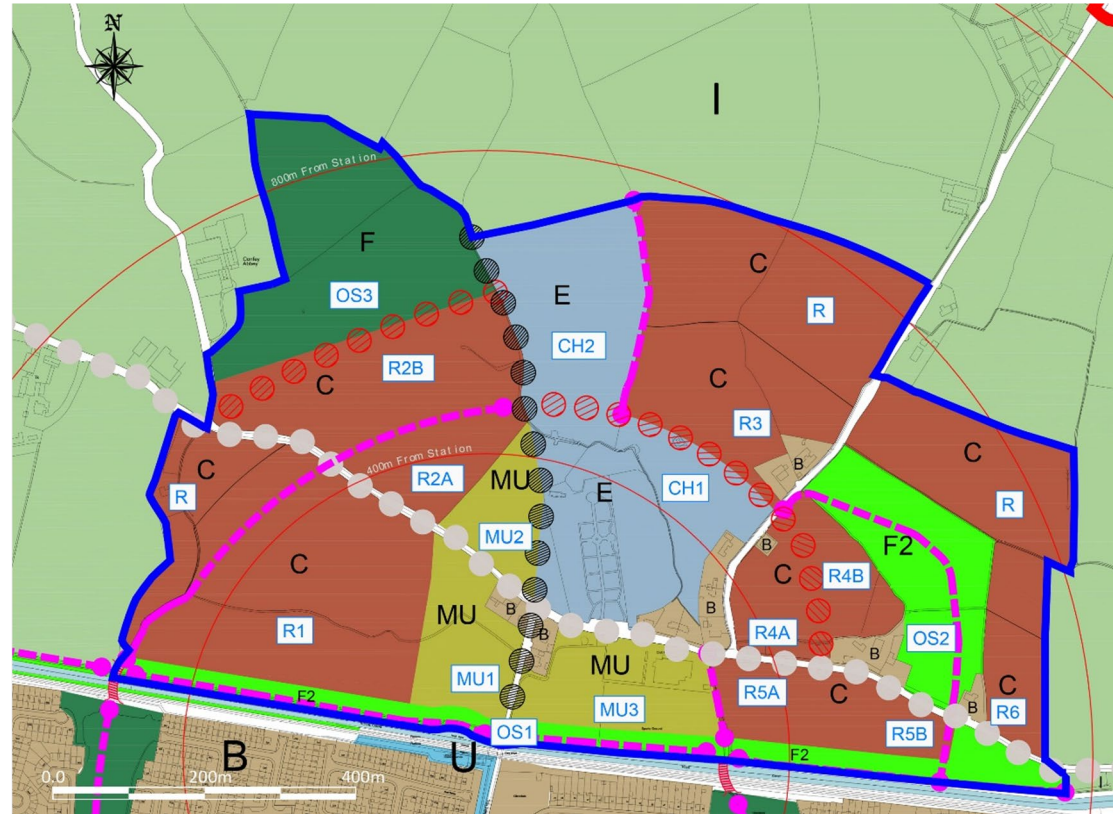


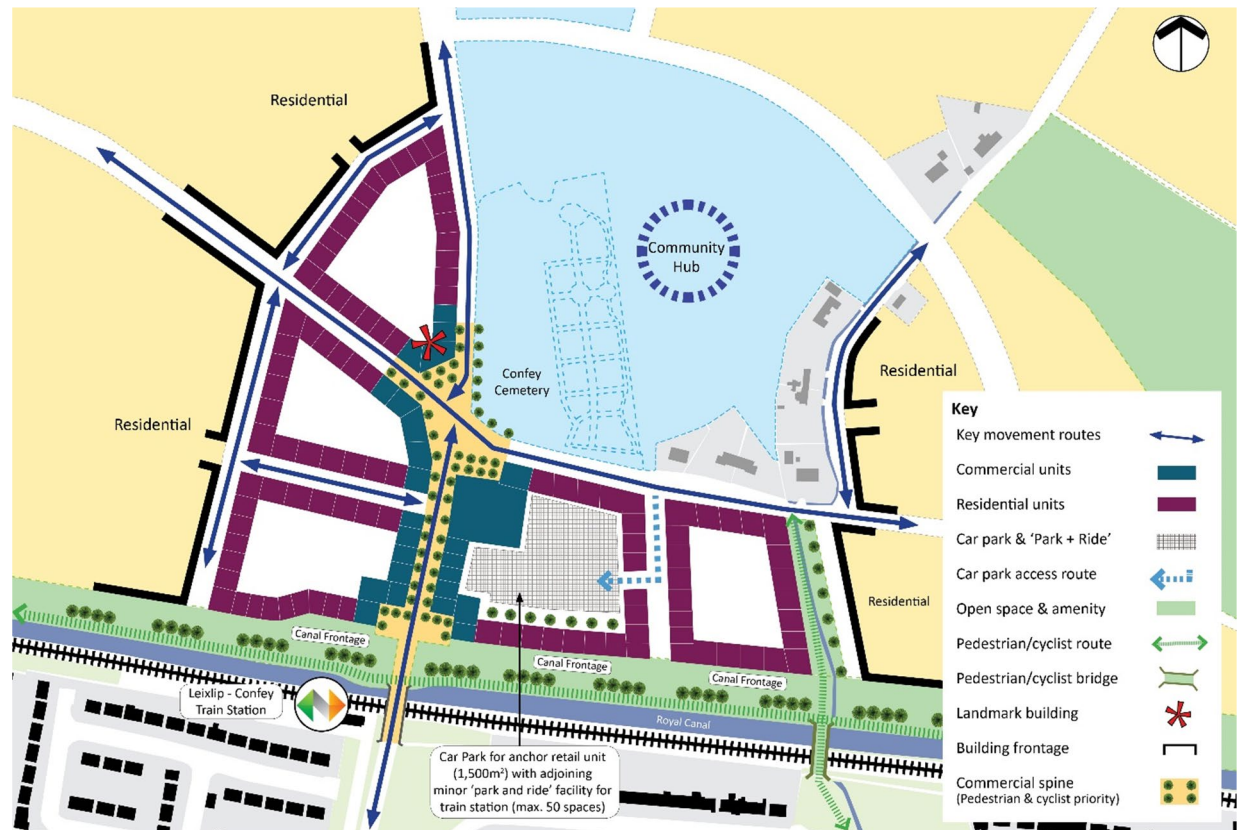
Figure 6 - Confey Land Use Zoning Map and Character Areas

**2.1.6.1 Mixed Use Character Areas (MU):**  
**MU1**

MU1 forms one part of the commercial spine (see Figure 7, below) to the overall Confey lands from Cope Bridge and Confey Railway Station. This area comprises of c. 2.3ha of mixed use lands and shall be designed in a manner that invites residents and visitors to the area across the redeveloped Cope Bridge and from the Royal Canal greenway through the provision of a civic space leading to the new street which shall comprise of 3-4 storey buildings. The street shall extend in a north south direction and extend to the west along a realigned L1015 providing a definitive edge to the new street area.

The new street shall be designed in accordance with DMURS in a manner which appears narrow through the use of surface materials, islands, landscaping and street furniture. In this regard, the new street will have adequate vehicular capacity but will have a more pleasant urban pedestrian character than that of a more traditional 'through road'.

It is envisaged that the new street within MU1 will consist of a number of hybrid/mixed use building types forming a continuous street and providing an active frontage onto public spaces. At ground floor level this form of development will provide opportunities for a greater mix in unit type and occupancy with potential for future retail/commercial activities easily accommodated within the design of such ground floor units. At first and second floor level the more traditional 'over the shop' living accommodation will be provided. The southern boundary of MU1 should form an extension to the existing greenway lands with new buildings fronting onto the greenway and Royal Canal providing passive supervision of this area while also creating an inviting area for users. Buildings of a contemporary design will be encouraged along this area ranging in height from 3-4 storeys.



**Figure 7 – Mixed Use Characters Areas MU1, MU2 and MU3**

## MU2

MU2 comprises of mixed use lands measuring c.1.6ha. Situated within the centre of the Confey lands, this character area provides a significant opportunity for the development of a new landmark building which complements the proposed Community Hub. The design of this area shall provide for a small civic space and contemporary building design which shall provide this area with a sense of identity. Building frontage within this character area shall address both the L1015 and a new link road extending north off the new street.

The provision of a hybrid/mixed use building will be encouraged within this character area which attracts residents and visitors along the new street when entering the neighbourhood from Confey Railway Station and the Royal Canal to the south.

## MU3

The new street design connecting Confey Railway Station to a new central community hub will provide for a number of local services including a convenience food offering. To the east of the new street, MU3 will provide for a c. 1200m<sup>2</sup> convenience (Refer to Chapter 5 Urban Centre and Retailing) anchor store capable of serving the weekly needs of residents. This main anchor unit shall be designed in a manner which provides frontage onto the new street whilst also sitting seamlessly alongside adjoining buildings. Pedestrian access to lands to the rear of the new street shall provide access to a car parking area which shall be accessed off the R149 to the north-east. The main anchor unit shall be supported by c. 10-15 smaller units ranging in size from 50-100m<sup>2</sup>. The main anchor shall provide direct access onto the new street providing connectivity to the street fronting units and acting as an attractor for increased footfall along the new street design proposed within this character area.

Such level of service provision is consistent with the retail growth projections for County Kildare and Leixlip's designation as a Level 3 key service centre within the Kildare County Development Plan 2017 - 2023.

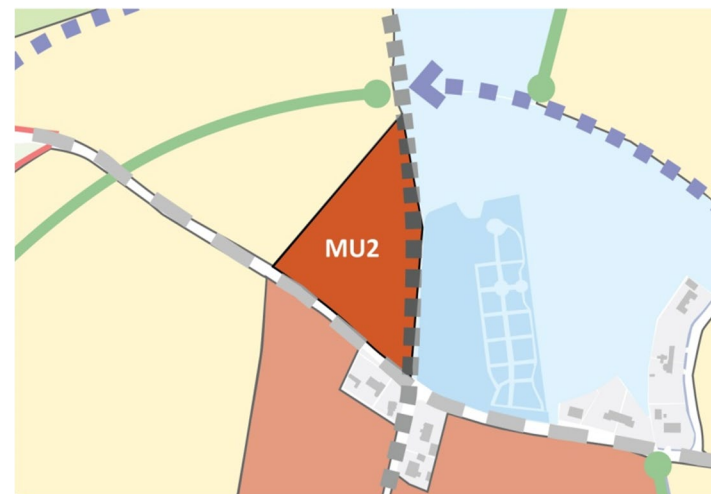


Figure 8 - Mixed Use Area 2

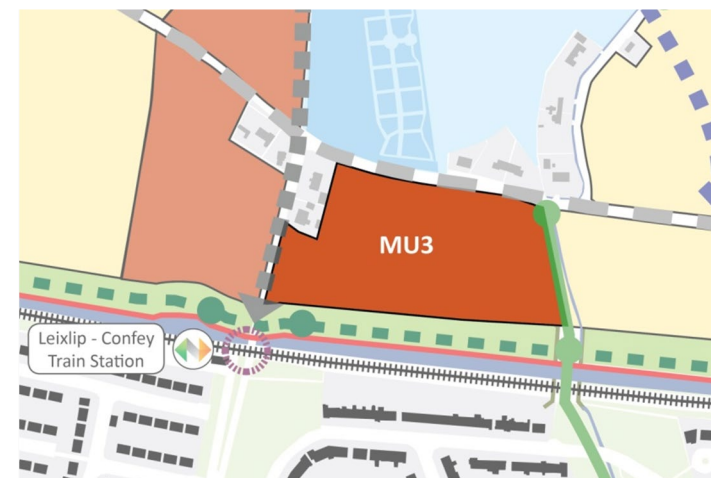


Figure 9 - Mixed Use Area 3

### 2.1.6.2 Residential Character Areas (R)

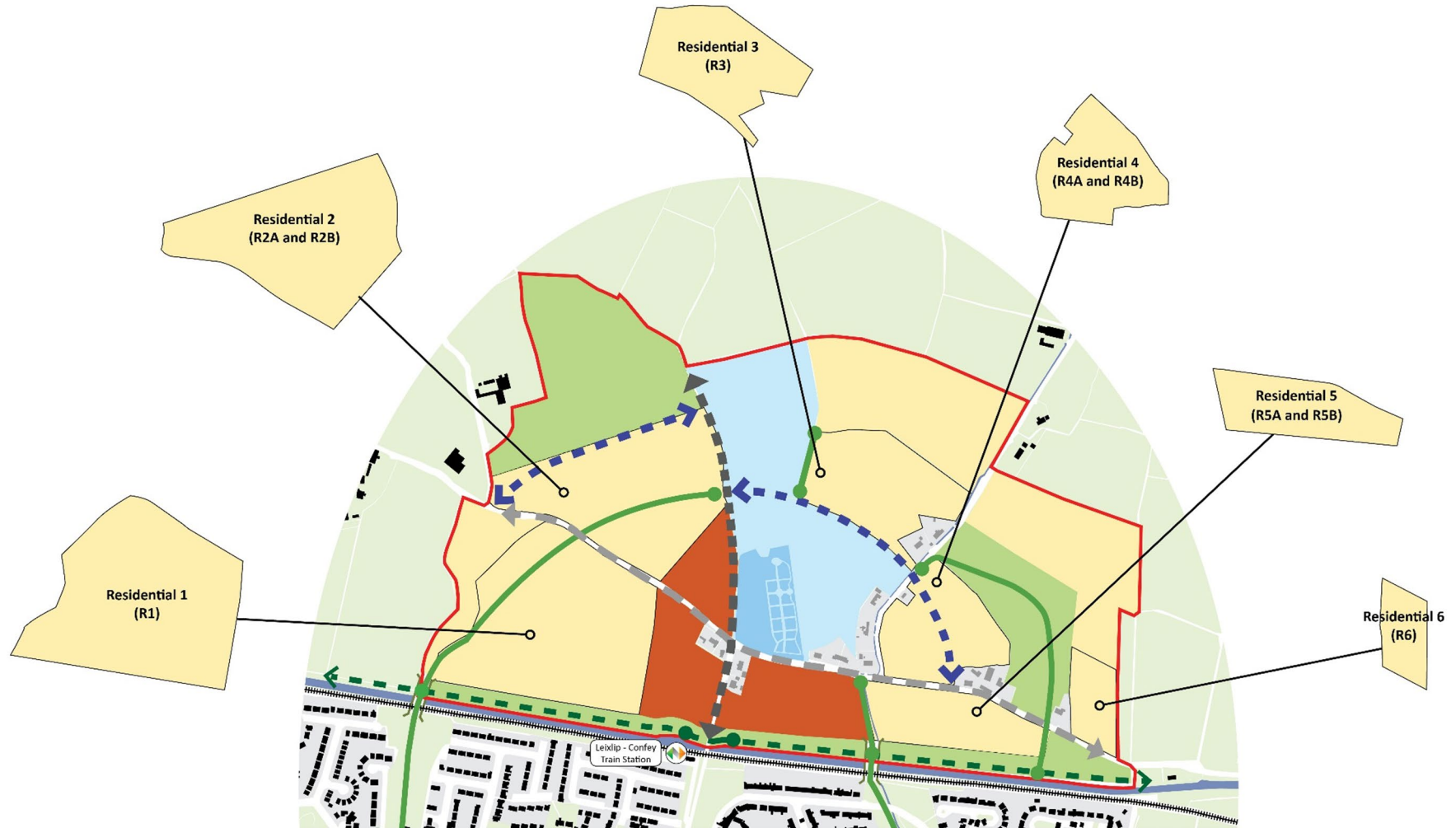


Figure 10 - Residential Areas 1 – 6



### RESIDENTIAL AREA R1:

- This character area will be designed in a manner that complements the design and layout of MU 1 providing residential development in the form of principally apartment style living within buildings of 3-4 storeys with a strong architectural design facilitating this level of development. While apartment style living is the suggested model, other design approaches which deliver the required density will also be welcomed. The overall residential capacity of this character area is c. 411 units.
- Alongside the provisions set out in MU1, the southern edge of R1 lands shall form an extension to the existing greenway lands with new buildings fronting onto the greenway and Royal Canal providing passive supervision of this area, while also creating an inviting area for users.
- The design and layout of R1 lands shall provide a sufficient set back in order to facilitate a new green pedestrian/cycle link which shall extend from the Royal Canal Greenway in a northern direction. Building frontage onto this new amenity green space shall be designed in a manner that encourages and ensures the safety of users passing through this space.
- The western extremities of this character area shall provide for a reduced scale of development to facilitate a transition from the agricultural zone with a mix of 2 and 3 storey residential units orientated in a manner which opens onto and provides passive supervision of the adjoining new green cycle and pedestrian bridge connecting to the Royal Canal Greenway over the railway line and into the open space lands at Riverforest Park.



Figure 11 - Residential Area 1

#### RESIDENTIAL AREA R2: (A and B)

- This character area will provide for a new permeable residential neighbourhood with vehicular access provided along a new link road to the north.
- The overall residential capacity of this character area is c. 230 units. A pedestrian/cycle green link will extend through the site along the 500m perimeter distance from Confey Railway Station connecting to R1 lands to the south.
- The site will adjoin the new arterial route to the east extending northwards connecting this area to an upgraded L1015 to the south west via a new link road which shall be provided along the northern extremities of the lands.
- The development of this area shall provide frontage and passive surveillance of the adjoining transport corridors whilst also integrating seamlessly with the adjoining mixed use lands identified within MU1 lands.

#### RESIDENTIAL AREA R3:

- This character area is located to the north-east of the plan area providing for c.124 units. The development of this residential character area shall provide for a new link road connecting the new central street roadway north of the R149 to the existing local road to the east (L5052).
- A pedestrian/cycle connection extending in a northern direction off the new link road shall be reserved to serve this area, the proposed school site and to maintain a permeable link to lands to the north.
- Development within this character area shall generally be in the form of traditional 2/3 storey building typologies. The design and orientation of new dwellings shall address and provide passive surveillance of the permeable link to the west, the new link road to the south and the existing local road to the east while also respecting the existing dwellings to the east adjoining these lands.

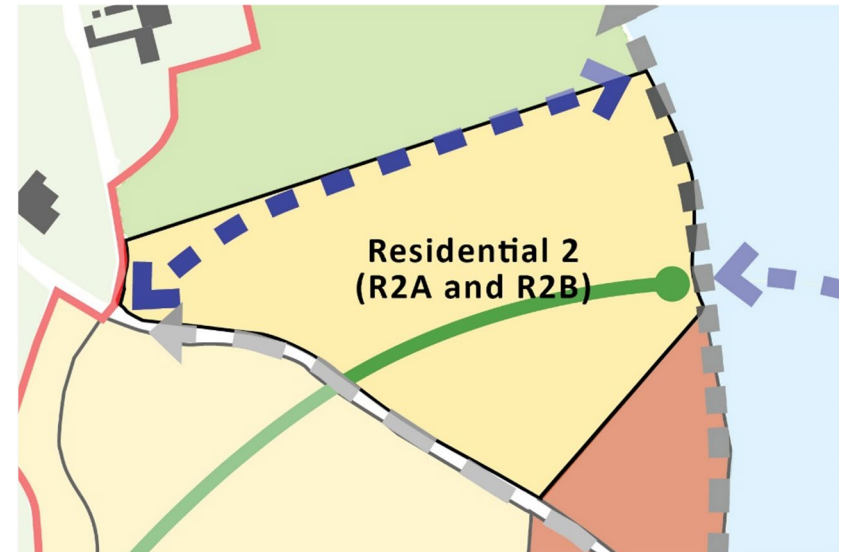


Figure 12 - Residential Area 2



Figure 13 - Residential Area 3

#### RESIDENTIAL AREA R4: (A and B)

- This character area is located to the east of the community hub and has the capacity to cater for c. 139 units.
- The link road proposed within this area shall extend from R3 through the lands and connect with the R149 to the south facilitating a new cul-de-sac roadway serving existing dwellings to the south.
- Development within this character area shall generally be in the form of traditional 2-3 storey building typologies.
- The design and orientation of new dwellings shall address and provide passive surveillance of the proposed new link road.

#### RESIDENTIAL AREA R5: (A and B)

- This character area will be designed in a manner which complements the design and layout of MU3 providing for higher residential development to the west with a reduced density along the eastern extremities of these lands.
- Built form shall provide for apartment living within buildings of 3-4 storeys to the west. While apartment style living is the suggested model of development in R5A, other design approaches which deliver the required density will also be welcomed. More traditional housing typologies of 2-3 storeys should be located to the east within R5B. The overall residential capacity of this character area is c.137 units.
- Alongside the provisions set out for MU3 the southern edge of this character area shall form an extension to the existing greenway lands with buildings fronting onto the greenway and Royal Canal providing passive supervision of this area.
- The design and layout of this character area shall provide a sufficient set back in order to facilitate a new green pedestrian/cycle crossing over the Royal Canal connecting this area to the open space lands within Glendale Meadows. A further green link shall be provided towards the eastern extremity of these lands.

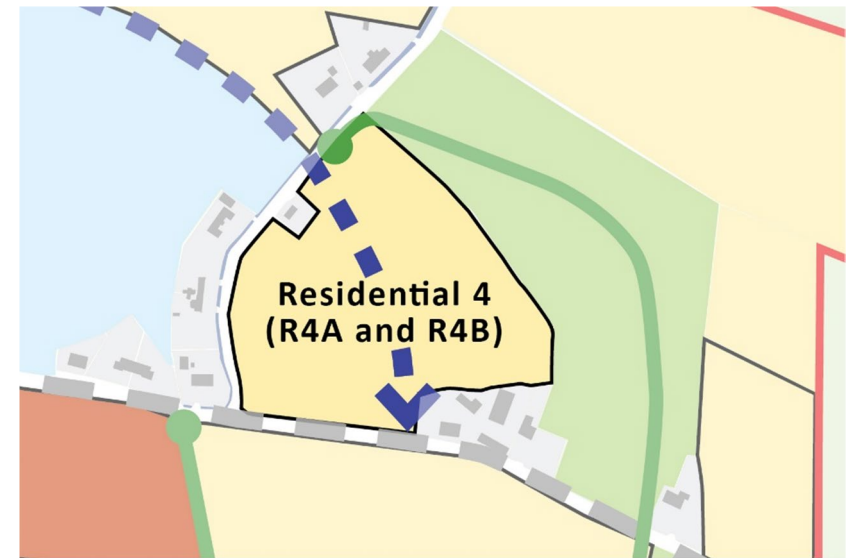


Figure 14 - Residential Area 4

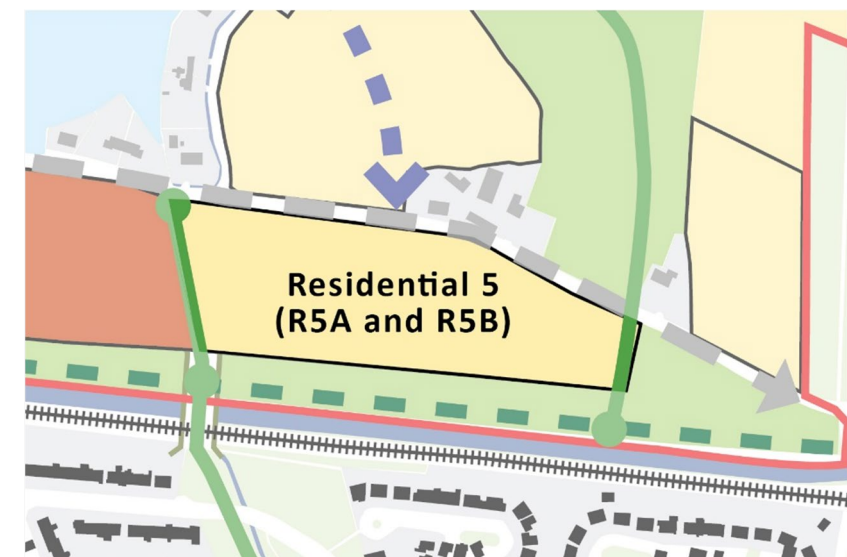


Figure 15 - Residential Area 5

#### RESIDENTIAL AREA R6:

- This character area comprises of the smallest character area providing for c. 44 units.
- Development within this area shall be orientated in a manner that provides passive surveillance of the adjoining open space lands.
- Pedestrian and cycle connectivity to the adjoining open space and amenity spaces to the west and the south of R6.
- Parklands to the west shall also be facilitated. The built form in this area shall provide for a reduced scale of development adjoining the agricultural zone.

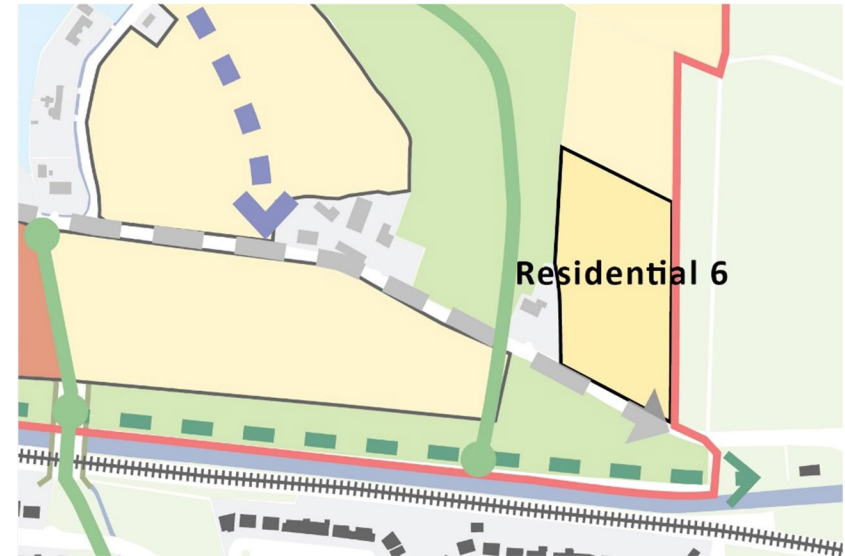


Figure 16 - Residential Area 6

#### 2.1.6.3 The Community Hub Character Area (CH)

CH1: The southern section of the proposed new Community Hub character area shall provide for the following mix of uses:

- A minor extension to the existing cemetery to the south and west c. 0.4ha (1 acre);
- A new car parking area;
- A civic/community building incorporating a dedicated performance space within lands to the immediate east of the existing cemetery and any other suitable sites in Leixlip;
- A primary school adjoining the civic/community building on lands to the eastern extremities of the site;
- A local recycling centre;
- 'Open Space and Amenity' lands to the north and north-east of the existing cemetery providing for new open space and amenity lands (proximate to the castle ruins) and adjoining playground/children's space.

The provision of multiple usage facilities between the proposed school, civic/community building and adjoining cemetery requirements for car parking shall form a key design element for this area. Proximity to the proposed active open space lands to the north-west also offers opportunities for multiple usage of facilities.

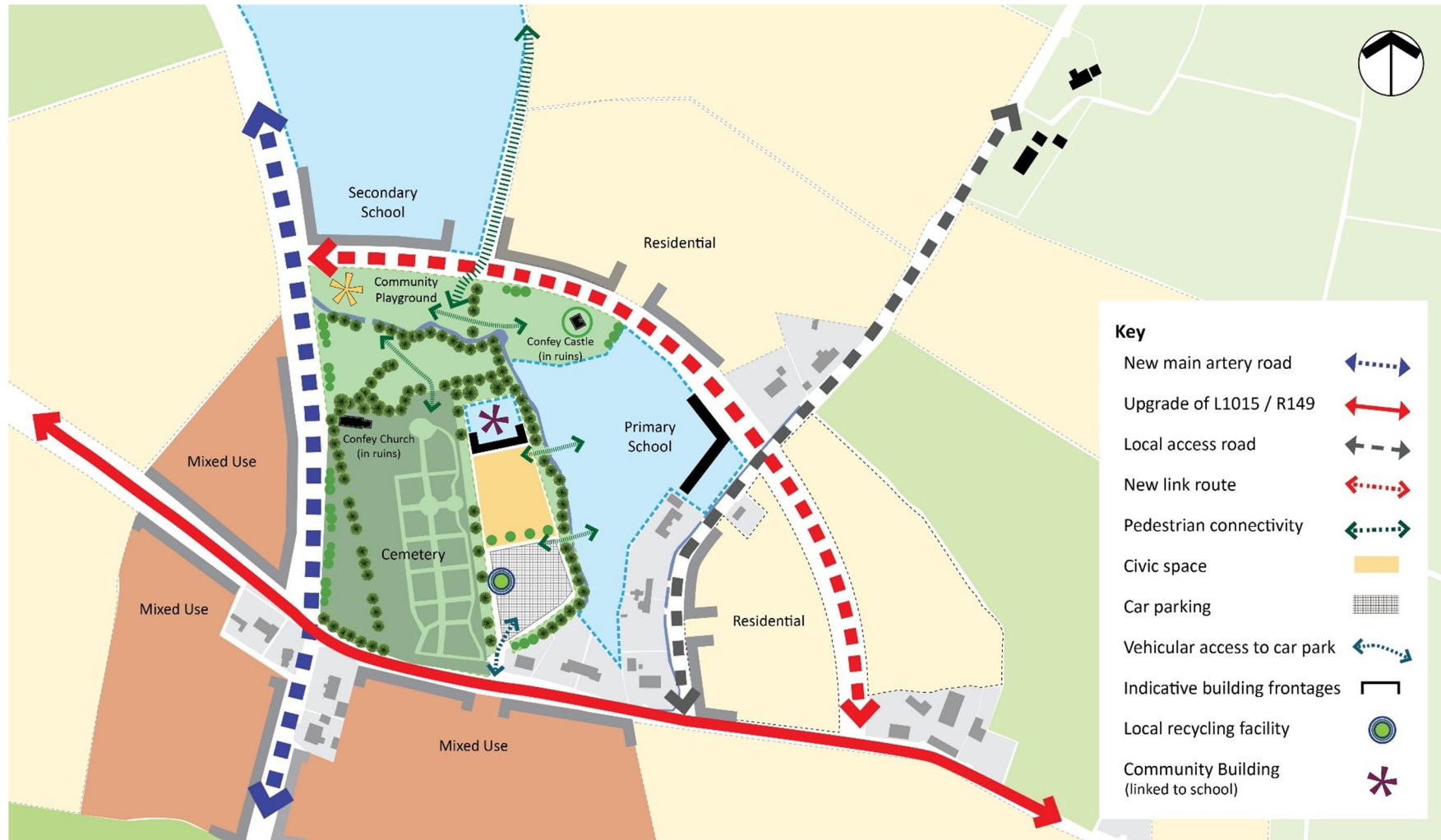


Figure 17 - Community Hub Character Area 1 and 2

**CH2:** North of the CH1 lands and the proposed new link road, this character area shall be reserved for a new post primary school. The design and orientation of the proposed new school shall provide frontage onto the proposed new orbital link route to the south and the new link road to the west extending from the R149.

#### **2.1.6.4 Open Space and Amenity Character Areas (OS)**

**OS1:** 'Open Space and Amenity' lands shall be provided in the form of a linear parkland following the path of the Royal Canal extending northwards. Detailed landscape design of this space should ensure this new parkland space will be integrated with the Royal Canal in order to create an attractive and usable space which is passively supervised by new developments fronting onto the canal respecting its function as a linear route.

**OS2:** The framework for the future development of these lands also provides for a new parkland space to the north-east which will act as a local park catering for the local needs of residents while also acting as a key ecological connection point between the Royal Canal and development lands to the north-east. This space shall provide for a wetland habitat parkland, including walkways/routes through the lands. The provision of formal play spaces for various ages will also be required within the development of this new parkland setting.

**OS3:** Provision of new sports and recreational facilities on a site area of c. 7ha.

#### **2.1.6.5 Frontages**

As set out above, key routes and spaces within the proposed layouts of Character Areas will be required to be addressed by continuous, active frontages to residential properties which define streets and off-street pedestrian/cycle links. Other opportunities exist within the overall framework lands to create vistas, focal points as envisaged within Mixed Use Character Areas 1 and 2 and should form part of any design proposals for the UDF lands. Such measures will aid in wayfinding within the area, whilst also providing passive surveillance and security for residents.



**Figure 18 – Building Frontages (Source: Urban Design Compendium)**

### 2.1.6.6 Safety and Security

Part of creating a sustainable neighbourhood in Confey and key to its enjoyment is to ensure that it is connected and safe for residents, pedestrians and cyclists. The future development of the area will therefore be required to respond to the guiding principles set out in the Urban Design Manual; A Best Practice Guide (DoHPLG 2009), the National Cycle Manual (National Transport Authority, 2011) and Design Manual for Urban Roads and Streets (DTTAS and DoECLG, 2015) along with other national and local design guidance.



Figure 19 – Passive Surveillance Creating Safety and Security

### 2.1.6.7 Movement and Access Strategy

The overarching concept for the development of the Confey lands is to create a neighbourhood which maximises the use of sustainable modes of transport. Such measures will be achieved through the development of a new street along the R149 which will facilitate through traffic but in a pedestrian/cycle friendly manner ensuring ease of access to Confey Railway Station and the Royal Canal Greenway. Alongside the new street, the central community hub will act as a focal point and intersection for all pedestrian/cycle and traffic movements within the overall framework area. All lands proposed for development are located within c. 800m radius (10-minute walk) of Confey Railway Station.

In order to deliver the Movement and Access Strategy the following works are required:

- The replacement of Cope Bridge to facilitate the DART Expansion Programme and connectivity to/from Captain's Hill to the framework lands;



Figure 20 - Movement and Access

- Two pedestrian/cycle bridges across the Royal Canal and railway line east at Glendale Meadows and connecting through to St. Catherine’s Park and west at Riverforest Park connecting to existing services and amenities within the wider Leixlip area;
- A dedicated pedestrian/cycle connection extending from each of the proposed new pedestrian/cycle bridges to the east and west along a c. 400m circumference from Confey Railway Station extending through a proposed new parkland to the north-east;
- Dedicated and passively supervised new connections off the Royal Canal Greenway providing ease of access to the new street;
- Pedestrian and cycle paths will be required to be provided along the principal roads within in the UDF area. Together with other linkages these high quality routes will maximise pedestrian and cyclist permeability in the area. Junctions will be designed in order to give greater priority to pedestrians and cyclists than to vehicular movements;
- Upgrades to the R149 north of the railway line re-defining this area as a street (MU3);
- Connections from the new street to backlands, particularly the proposed new car park which will provide for a dual usage accommodating retail needs with limited capacity for commuter trip movements;
- The provision of a new arterial route along a c. 800m circumference from Confey Railway Station connecting the L1015 at Mount Thunder the L5051 and the R149 via an upgraded layout for the L5052; and
- Local link connections to and through identified development lands connecting the outer c. 800m orbital route to the inner 400m radial routes.

The overall framework layout will ensure that all future residents will be within a c. 5-minute walk from the new street/neighbourhood centre and the proposed community hub. Sustainable forms of transport such as walking, cycling along the new street and main arterial routes shall be prioritised through the development of permeable links, maximising pedestrian/cycle linkages to this area, the new Community Hub and Confey Railway Station. It is envisaged that the presence of the train station will ensure a high proportion of trips outside the framework lands will be undertaken by public transport. The proposed new street will be designed in a manner which appears narrow through the use of surface materials, islands, landscaping and street furniture. In this regard, the streets within the framework lands area will have adequate vehicular capacity but should have a pedestrian friendly urban character. The principle streets will connect to a network of secondary roads and streets leading to different residential areas within Confey and the wider Leixlip Area.

#### **2.1.6.8 Parking Concept:**

##### **Cycle Parking**

Cycle parking should be sited in a manner which encourages the use of a bicycle as first choice for short trips and preferably within the footprint of the building. It should be placed as close as possible to the main entry/exit points both at the origins and destinations of all journeys. Where cycle parking shares space with car parking, the cycle parking should be sited closer to the entrance/exit than any non-disabled car parking. Ideally such parking should



be in well-lit places that have high levels of passive surveillance. The provisions set out in the ‘**Bike Parking Infrastructure Guidance**’ prepared by the Dublin Cycling Campaign (2017) should be used a reference guide in providing such infrastructure within the UDF lands.

### Local Park and Ride

Parking arrangements for retail/commercial uses will be in line with Kildare County Council Development Plan policy to ensure that car parking demands are adequately accommodated. In conjunction with the works required to facilitate the DART expansion programme, it is envisaged that a local ‘Park and Ride facility’ should be developed adjoining the existing retail/commercial core north of the rail station (refer to Figure 7) thereby creating a footfall along the new street and ensuring ease of accessibility for a limited number of car users. The size and scale of a new local Park and Ride facility in close proximity to the rail station should recognise that the new neighbourhood is intended to be highly accessible for pedestrian and cyclists. This facility will be accessed to the east of the plan area reducing traffic movements through the new street layout.

### Street Parking

It is envisaged that a limited amount of street parking will be provided with an emphasis placed on permeability within the retail/commercial core. A focus will be placed on car parking adjoining the new retail anchor to the east and within the new Community Hub space.

### Resident Parking

Within a 400m radius of Confey Railway Station, it is anticipated that parking will be in the form of limited clusters of group parking, serving the higher density elements of the overall scheme. Within the 400-800m radius an emphasis should be placed on a mix of group parking and own house parking provision within the strictly residential elements of the overall scheme. Parking provision for parklands/sport facilities and amenity space will be provided in accordance with the provisions set out in the Kildare County Development Plan 2017-2023 or any subsequent plan.

Parking and loading areas for smaller retail units should be designed in a manner which ensures ease of access and good turn over. It is envisaged that the main anchor retail unit/supermarket and immediately adjoining shop units will, however, be served from a delivery area proximate to the car parking provision for these retail units.



**Figure 21 – Examples of Integrated Parking Provision**

### 3. PHASING AND SEQUENCE OF DEVELOPMENT

#### 3.1 THE URBAN DESIGN FRAMEWORK PHASING REQUIREMENTS

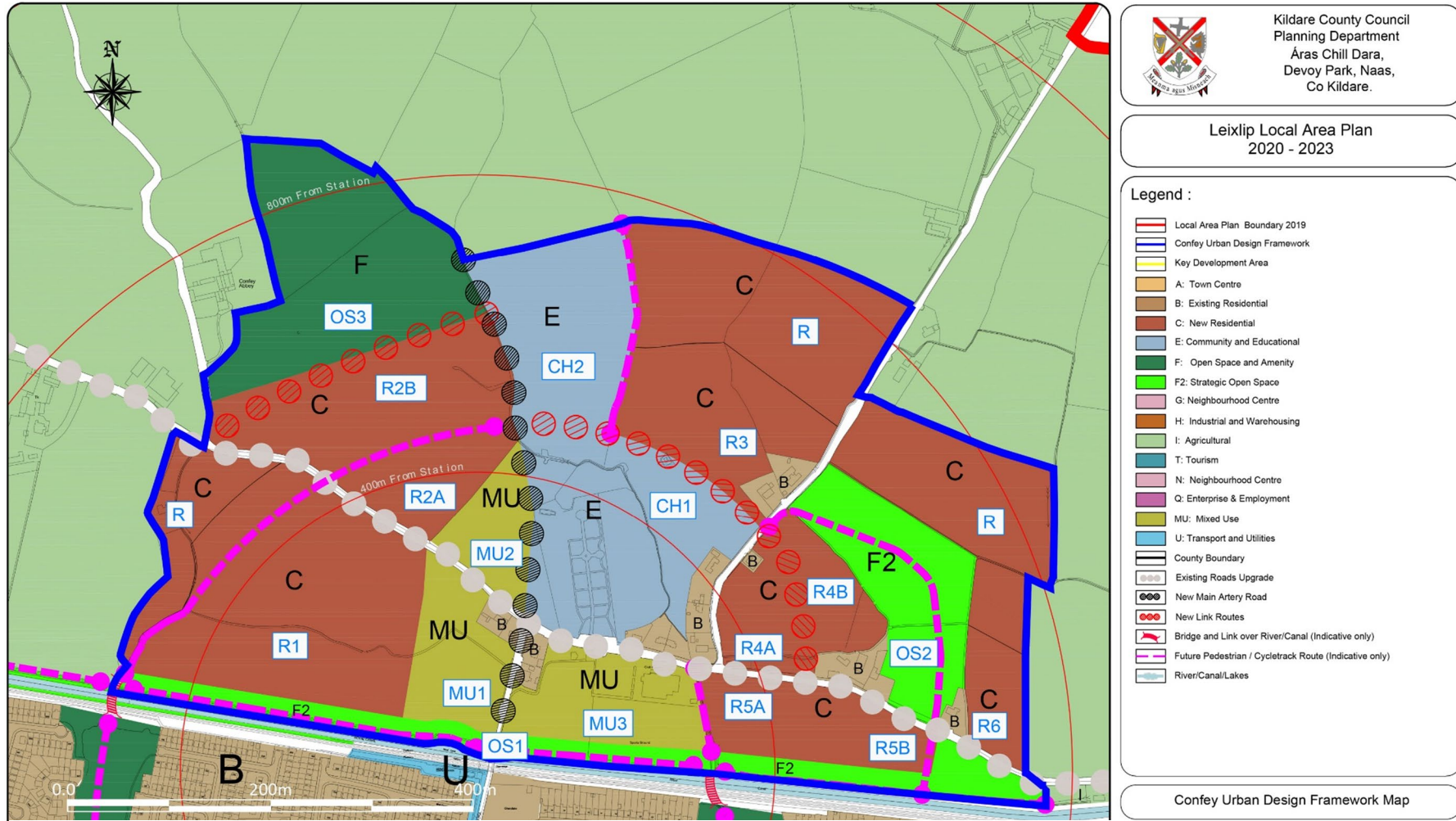


Figure 22 - The Urban Design Framework Phasing Map

### 3.2 PHASING/SEQUENCE OF DEVELOPMENT FOR THE CONFHEY URBAN DESIGN FRAMEWORK

#### 3.2.1 PHASE 1:

MU1, R1 and Part of OS1 – Total housing unit provision: c.536 units. Phase 2 cannot commence development until the **following infrastructure** has been completed and is, where appropriate, operational.

- i. Upgrade the L1015 local road including widening, footpath and cycle route.
- ii. Dedicated pedestrian/cycle route extending north west from the Royal Canal Greenway through R1 lands.
- iii. New street layout and landscaping along the extent of MU Character Area 1 including the replacement of Cope Bridge. The upgrade/replacement of Cope Bridge shall be subject to detailed design and shall be designed in a manner that acts as an extension to the proposed street design envisaged for MU1, MU2 and MU3 lands. In this regard the new bridge shall provide for a focus on pedestrian/cycle/public transport movements over car-based movements.
- iv. The provision of a new linear landscaped parkland space adjoining the northern boundary of the Royal Canal and along the southern boundaries of MU1/R1 and MU3 lands.
- v. A new pedestrian crossing over the Royal Canal Greenway and railway line connecting to the existing open space area at Riverforest Park.

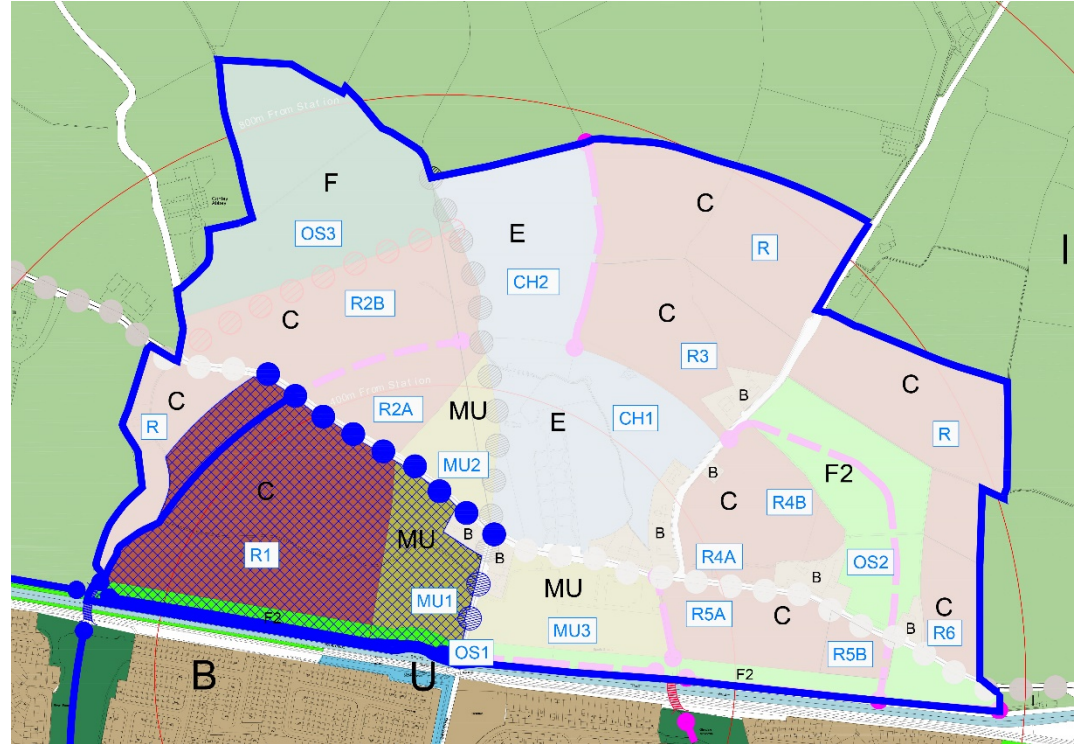


Figure 23 - Phase 1

### 3.2.2 PHASE 2:

MU2, Residential Character Areas R2A and R5A, OS1 and OS3 – Total housing unit provision: c.295 units. Phase 3 cannot commence development until the **following infrastructure** has been completed and is, where appropriate, operational

- i. The completion of the dedicated pedestrian/cycle route extending north from the Royal Canal Greenway
- ii. The extension of a new street/access road north of the R149 extending east along Character Areas MU2 and R2 as far as the proposed Open Space and Amenity lands to the north west.
- iii. The provision of a new linear landscaped parkland space adjoining the Royal Canal along the southern boundaries of R5A lands
- iv. A new pedestrian/cycle route extending from the new parkland to the R149.
- v. Lands to be reserved for a new civic space/community building and car parking area to immediately east of the existing Cemetery with lands to the west of the cemetery adjoining the new northern street/access road providing a minor extension to the existing cemetery within CH1 lands.
- vi. A new pedestrian crossing over the Royal Canal Greenway and railway line connecting to the existing open space area at Glendale Meadows.
- vii. The laying out, drainage and ancillary works required to facilitate playing fields on the Open Space and Amenity Lands located to the northwest.

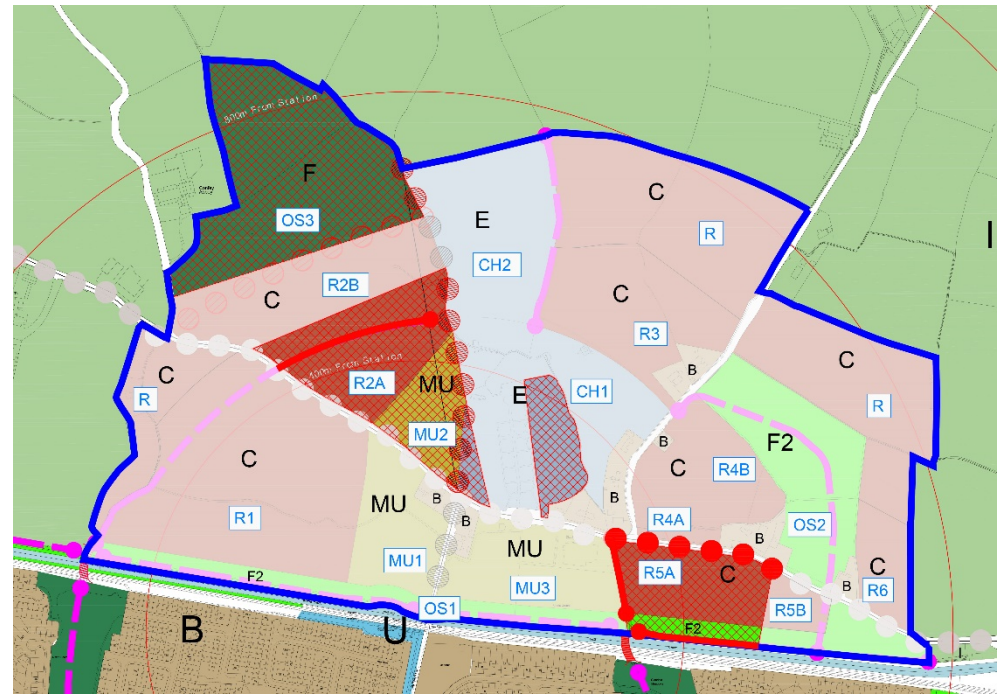


Figure 24 - Phase 2

### 3.2.3 PHASE 3:

R2B, MU3, CH1 and OS1 – Total housing unit provision: c.180 units. Phase 4 cannot commence development until the **following infrastructure** has been completed and is, where appropriate, operational.

- i. A new link road extending across the northern boundary of the R2 lands connecting the new northern street/access road to the L5051/L1015.
- ii. A new link road extending across the southern boundary of R3 lands.
- iii. The reservation of lands and provision of access arrangements within CH1 lands for the development of a new primary school.
- iv. The reservation of lands for the provision of active play and amenity spaces north of the existing cemetery and adjoining the ruins of Leixlip Castle.
- v. Upon agreement the redevelopment of Confey GAA lands to facilitate the eastern portion of the new street layout along the R149.

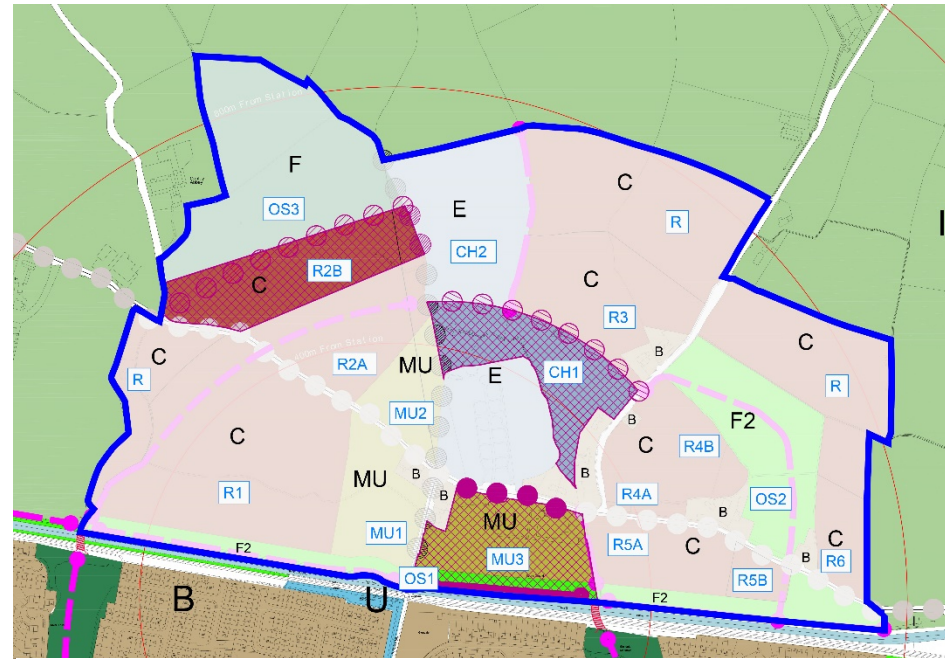


Figure 25 - Phase 3

### 3.2.4 PHASE 4:

R3, R4A, R4B, CH2 and OS2 – Total housing unit provision: c. 263 units. Phase 5 cannot commence until the **following infrastructure** has been completed and is, where appropriate, operational.

- I. A new link road connecting the proposed northern street/access road to the L5052 and through R4 lands onto the R149.
- II. The reservation of lands and provision of access arrangements within CH2 lands for the provision of a new post primary school.
- III. The provision, landscaping and development of a new parklands area to the north-east of the plan area adjoining R4 and R6 lands.

### 3.2.5 PHASE 5:

R5B, R6, OS1 – Total housing unit provision: 66 units.

- i. Upgrades along the extent of the R149 lands and along the northern and southern boundaries of the subject lands shall be carried out prior to the commencement of any works within phase 5.
- ii. The provision of a new linear parkland space adjoining the Royal Canal to the south of R5B lands (OS1) and enhancement of lands south of R6 lands (lands forming part of the pNHA) shall be completed once 50% of this phase has been completed.

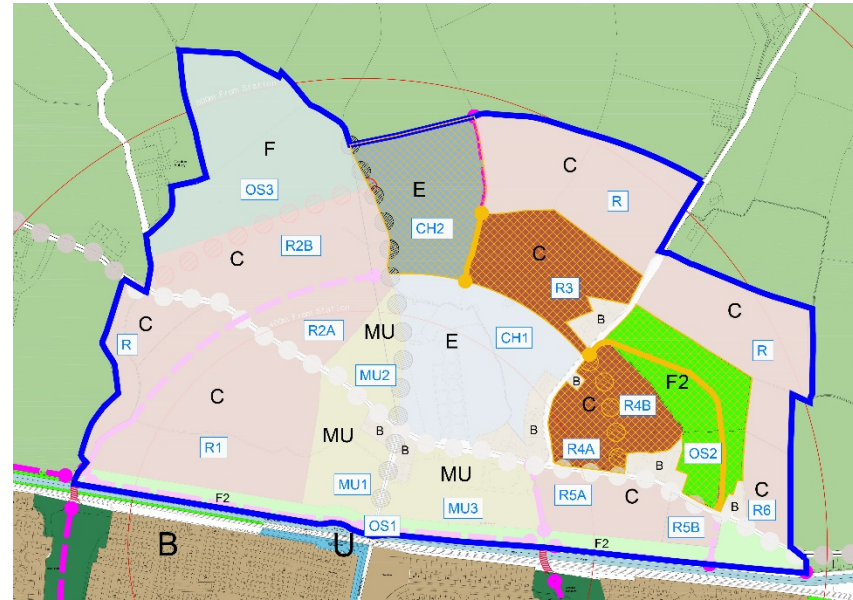


Figure 26 - Phase 4

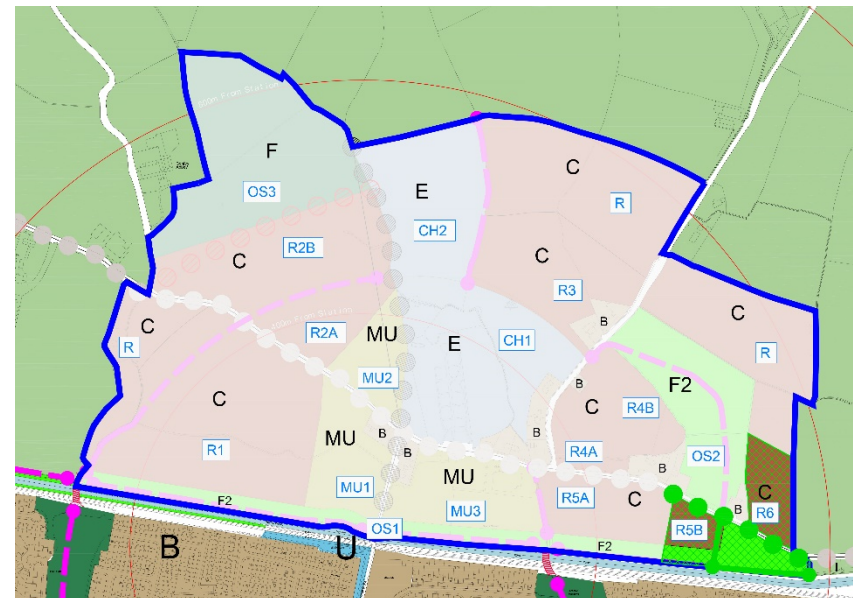


Figure 27 - Phase 5

## 4. SUMMARY

This Urban Design Framework has been structured in order to provide a logical, clear and comprehensive document which demonstrates and provides the background to the land use and design methodology for the UDF lands. Each section, including the addendum, contributes to the development of the concept for the future development of the subject lands in a manner which is capable of achieving the overall future development vision for the Confey area.

The addendum sets out details in relation to the strategic and local context of the UDF lands alongside a description of the physical attributes associated with the area including a land description, transport connections, infrastructure, flood risk, landscape and built and natural heritage. This then provides the baseline from which the design principles for the development of the UDF lands and an overall concept design were formed.

Such principles then inform the development of the 'Urban Design Framework' which further expands on the background analysis and details how identified key attributes should be integrated into the future development of the UDF lands in a manner which is consistent with the design principles.

A Phasing and Sequencing programme is then provided to set out the phasing requirements in order to ensure that the development of the UDF lands are carried out in an incremental manner with new transport infrastructure, services and community facilities being provided in tandem with appropriate levels of new residential development.

# ADDENDUM

## CONTEXT AND BACKGROUND ANALYSIS

### A. Strategic Context

Strategically located within the Dublin Metropolitan Area (DMA), and adjoining Confey Railway Station, a significant development opportunity exists to develop a transformative new mixed use neighbourhood which is intrinsically connected and complementary to the existing services and facilities within the built up area of Leixlip while also maximising the use of sustainable transport modes.

The Confey lands comprise of circa 73 ha, the majority of which is in agricultural use with single rural housing, Confey GAA and Confey Cemetery making up the remainder of the framework lands. Key to achieving the delivery of a new neighbourhood in a coherent and sustainable manner is the timely delivery of critical supporting infrastructure. Accordingly, the approach for the development of the Confey Urban Design Framework is to phase development in a manner which seeks to frontload critical infrastructure in the early stages of development.

This approach has been informed by a number of key studies for the entire Local Area Plan which include a; Strategic Transport Assessment (STA), Sustainable Planning and Infrastructural Assessment (SPIA), Social Infrastructure Audit (SIA), Strategic Environmental Assessment (SEA), Habitats Directive Assessment, Natura Impact Assessment and a Strategic Flood Risk Assessment (SFRA).

### B. Local Context

The Confey UDF lands are currently accessed via the R149 from Leixlip with a single carriageway/signalised junction from Captain's Hill to Confey. The R149 extends further north to a junction with the L1015. This regional road continues in an eastern direction and then north connecting to Ongar, County Dublin. The L1015 provides access to Confey from a western direction connecting to Kellystown Lane, the L1014 to the south-west. Two local roads branch off the L1015 and the R149 north-east towards Ongar and north-west towards Dunboyne.

Confey GAA Club with its clubhouse and playing facilities are located to the north of the Royal Canal. Confey cemetery is centrally located within the Confey lands. South of the Royal Canal and the railway line, however, a number of existing amenities are located within an 800m radius of the lands including Leixlip library, River Forest Neighbourhood Centre, primary and post primary schools. Of significant importance to the area is the presence of Confey Railway Station to the south of the UDF lands where services are frequent and will further improve following the completion of the DART Expansion Programme.



The Royal Canal greenway cycle route which forms part of the Euro Velo Route 2 *part of a* Pan-European walking and cycling route, linking Galway to Moscow extends in an east west direction to the south of the subject lands.

### C. Land Ownership

The majority of land in the area is in private ownership, with the exception of Confey cemetery which is in the ownership of Kildare County Council;

- Confey GAA are located centrally within the subject lands;
- A number of individual dwellings make up further pockets of land within the framework boundary, and;
- Two significant landholdings make up the remainder of the area.

### D. Land Description and Topography

The lands comprise of mainly flat agricultural lands divided by a network of existing trees and hedgerows. The Royal Canal adjoins the southern boundary of the Confey lands with St. Catherine's Park located to the south-east across the canal and railway line.

The relatively flat nature of the framework lands particularly the lands located in close proximity, i.e. 250-300 metres from Confey Railway Station provide opportunities for increased building heights and where appropriate, higher densities.

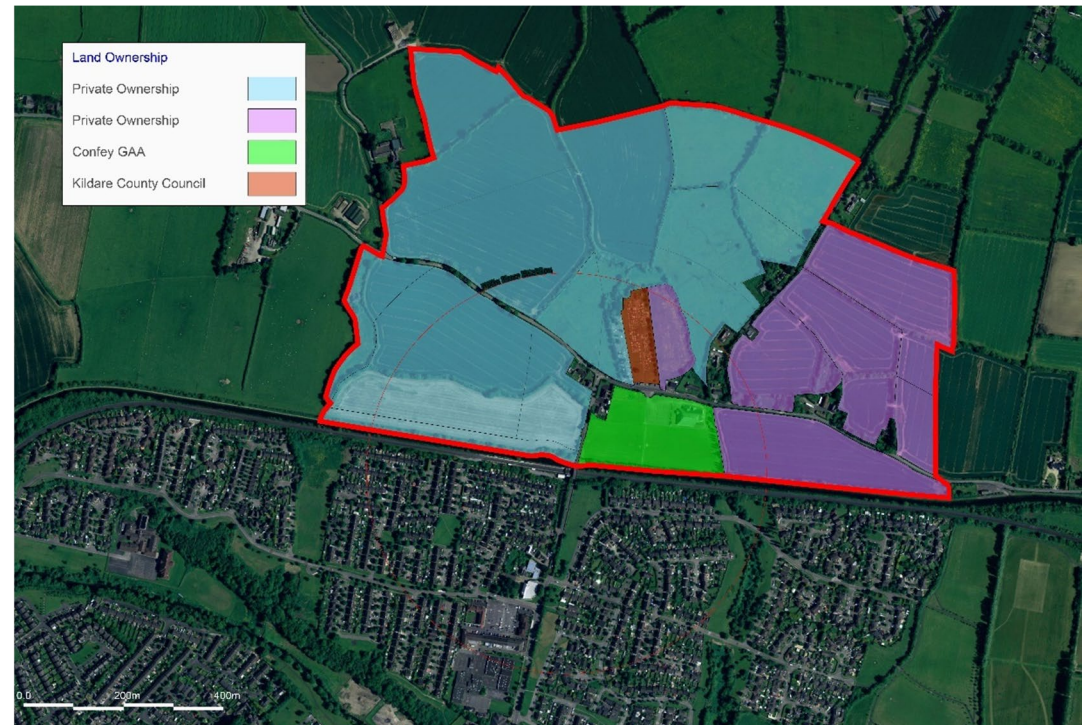


Figure A - Confey Landownership Blocks

## E. Transport Infrastructure and Connectivity

### Pedestrian and Cycle Accessibility

The lands at Confey are currently poorly served by pedestrian and cycle links with limited connectivity between the lands and the existing built-up area of Leixlip. While the Royal Canal Greenway offers a significant opportunity to improve pedestrian and cycle connectivity, new infrastructure is required to improve the overall accessibility of the area.

### Public Transport

As detailed earlier Confey is served by the existing railway station with a second station at Louisa Bridge situated c. 1.8km to the south-west adjoining the Royal Canal Greenway. Both stations are served by the commuter railway service provided by Iarnród Éireann. The DART expansion programme includes the electrification of part of the Dublin-Sligo railway line from Connolly Station to Maynooth, together with the removal of level crossings and re-signalling. This will provide opportunities for significant improvement of the rail service to Confey Station.

### Road Network

The UDF lands adjoin the existing developed area of Leixlip and are located 15km from Dublin City Centre. Vehicular connections from the UDF lands at Confey are restricted with the most direct access to Leixlip (the R149) limited to a one-way signalised crossing at Cope Bridge.

An alternative western route to the M4 is provided via the L1015 and Kellystown Lane (L1014) to the west which comprises of a local country road leading to a single carriageway bridge over the Rye Water River connecting onto the R148 west of the Intel campus. To the east the R149 provides connections to Lucan Village via a local road to the south-east while the R149 continues north-east towards Barnhill, Hansfield, Ongar, Clonee and the M3.

Existing residential areas to the north of the town are located east and west of Captain's Hill and the R149 with existing residents living in these areas required to access the wider road network through the town centre or across Cope Bridge leading to congestion at these pinch points during peak times.



Figure B - Confey Road Network

In order to service the framework lands at Confey, the importance of accessibility to the strategic road network (i.e. the M4 and M3) for existing major industrial/employment generating facilities in Leixlip and for those already living in the town cannot be underestimated. The Local Area Plan (LAP) and Urban Design Framework (UDF) must work simultaneously in order to improve access to this new development area and the wider Leixlip area as part of the future development of the strategic road network for the entire area.

In this regard the future development of the Confey lands is informed by a Strategic Transport Assessment (STA) which has been carried out for the overall plan area. This assessment identifies a number of key infrastructural outputs which will be required in order to facilitate the phased development of the framework lands.

## F. Existing Infrastructure

The southern sections of the Confey lands are traversed by an existing 750mm trunk sewer and a high-pressure gas pipeline. Over and underground utilities are located within and adjacent to the lands, including a low voltage power line which extends north-west of the UDF lands. The framework for the future development of the Confey lands must take into consideration existing infrastructure and wayleaves required for future development along these lands.

## G. Flooding

To the east of Confey historical flooding has been identified where the Síleacháin Stream previously burst its banks. The Catchment Flood Risk Assessment Management (CFRAM) flood zones in this area highlighted lands in Allenswood within the east of the UDF lands which are at risk of flooding (refer to Figure C).

In regard to pluvial flooding the Preliminary Flood Risk Assessment (PFRA) mapping does not highlight significant pluvial extents in this area. On the issue of climate change relative to Flood Zone A, there is an increase in Flood Zone B on the eastern side of the Síleacháin Stream in Allenswood<sup>1</sup>.



**Figure C - Flood Mapping**

<sup>1</sup> Climate Change is expected to increase flood risk. It could lead to more frequent flooding and increase the depth and extent of flooding. Applying a climate change factor as per CFRAM Mapping indicates that the risk of flood zone B increases on the eastern side of the Síleacháin Stream at Allenswood.

## H. Built Heritage

Confey Church and Confey Castle are located within the UDF lands. Both structures are listed on Kildare County Council's Record of Protected Structures, B06-03 Confey Church ruins and B06-04 Tower of Confey Castle.

## I. Landscape

The lands at Confey are generally rural in character and relatively flat. The lands fall within the 'Northern Lowlands' which are described in the Kildare County Development Plan (CDP) 2017-2023 as a Class 1, Low Sensitivity Landscape (refer to table 14.1 of the Kildare County Development Plan 2017-2023) with the capacity to generally accommodate a wide range of uses without significant adverse effects on the appearance or character of the area. The subject lands are also indicated as having a high compatibility for urban expansion and housing (refer to table 14.3 of the Kildare County Development Plan 2017-2023).



Figure D - Built Heritage

Table 14.10 of the CDP identifies that views to and from all bridges on the Royal Canal including the views from Cope Bridge are protected. While the redevelopment of Cope Bridge will be required as part of the DART Expansion programme the future development of the UDF lands will be required to ensure views east and west along the Royal Canal are maintained. Development within the UDF lands will also be required to be carried out in a sensitive manner facilitating through views to the north from the redeveloped bridge.

## J. Green Infrastructure

The Royal Canal which runs parallel to the railway line allows connectivity for both terrestrial and aquatic habitats. Hedgerow connectivity in this area is also particularly good (with high and moderate value hedgerows present). The railway corridor acts as an important 'Key' Green Infrastructure habitat which provides relatively undisturbed areas of mature trees, scrub and hedgerows. There are also small areas of woodland where the verge is wider. These habitats also run parallel to the Royal Canal in the east of the town. Both of these linear corridors form important habitat networks from the east to the west of Leixlip.

Hedgerows, treelines, watercourses and extensive areas of grassland within the farmlands of Confey provide an excellent network of green infrastructure habitats which are interlinked and support widespread habitat connectivity across not only the Confey area but the wider plan area including lands at Collinstown, Leixlip Manor, Leixlip Castle Demesne, St. Catherine's Park and Barnhall.

These areas are considered to be the most important or 'key' green infrastructure areas (as well as their associated habitats). They allow movement of both aquatic and terrestrial flora and fauna across the Confey area. The expansive network of hedgerows and treelines, as well as numerous patches of scrub, are all essential habitats that form part of the green infrastructure of the Confey lands.

### **K. Habitat Mapping**

The Habitat Mapping Study carried out for Leixlip in 2015 includes the vast majority of the Confey lands. Section 3.4 of the Habitat Mapping Study<sup>2</sup> identifies important habitats throughout the LAP Area. The following sites are noted as being of particular importance within the Confey UDF lands and should be taken into consideration in the future development of the area.

- TN10 Confey Church: Located within the grounds of the cemetery, the church dates to c. 1200 AD and is amongst one of the oldest churches in Ireland. This monument is partly covered in ivy and the gaps and cracks between the brickwork offer suitable roosting for bats. The very mature trees surrounding the church include old yew some of which is suitable for roosting bats;
- TN11 Small ephemeral pond/standing water: Located to the east of the cemetery, this field provides a suitable habitat for amphibians such as the Smooth Newt and Frog. The pond lies near a wet ditch which runs alongside this eastern boundary;
- TN12 Confey Castle: This area offers a number of buildings for roosting bats. Features include loose/cracked roof tiles, openings into the structures e.g. missing window panes, holes in the roofing etc. A number of these buildings are also partly covered by dense ivy and surrounded by mature trees which offer habitat connectivity; and
- TN13 Derelict Cottage and Farm Buildings: This area offers a number of suitable buildings for roosting bats.

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<sup>2</sup> Leixlip Habitat Mapping and Green Infrastructure Mapping – June 2015 – Kildare County Council (prepared by Scott Cawley consultants).

## L. Summary of Key Features/Opportunities

### OPPORTUNITIES

- The delivery of a new neighbourhood for Leixlip focused on sustainable transport modes maximising the areas proximity to the existing railway station and future DART Expansion Programme.
- The ability to develop a new community hub and retail offering capable of meeting the demands of the projected population in a manner which respects existing site features.
- The potential to facilitate the development of the Royal Canal Greenway.
- Increased pedestrian and cycle connectivity to the existing urban area of Leixlip to the south.
- The opportunity to integrate existing natural habitats and infrastructure features in a manner which connects green and blue assets<sup>3</sup>.
- Opportunities for pedestrian/cycle connections to St. Catherine’s Park amenity lands via Glendale Meadows.
- The ability to enhance existing green infrastructure along the Royal Canal Greenway.
- The identification of suitable land uses for lands identified as being prone to flooding.
- The sensitive integration of existing built heritage items located within and adjoining the existing cemetery into the future design of the area.



Figure E - Key Features/Opportunities

<sup>3</sup> Green Infrastructure – A network of green spaces that help conserve natural ecosystems with blue assets - elements linked to water such as ponds and pond systems, channels, artificial buffer basins or water courses. Together they form the green-blue infrastructure.

KILDARE COUNTY COUNCIL

**LEIXLIP  
LOCAL  
AREA PLAN  
2020-2023**

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