

## **Leixlip - Local Area Plan 2020-2026** **Submission by Catherine Murphy TD**

The core strategy contained within the Kildare County Development Plan 2017-2023 allocated one third of Kildare's housing growth to Celbridge, Leixlip, Maynooth and Kilcock with the latter designated to accommodate 5% and each of the other three designated to accommodate 10%. At that time the underpinning plan was the National Spatial Strategy this has now been superseded by the National Planning Framework (NPF). The NPF was published in February 2018 in tandem with the National Development Plan (NDP).

The NPF sought to prioritize growth in the cities of Dublin, Cork, Limerick, Galway and Waterford with one of its aims to achieve compact growth and balance regional development. The publication of the NPF and NDP together was aimed to achieve a degree of certainty around the delivery of infrastructure alongside housing and industrial development, this is to be welcomed.

Despite the change in focus contained in the NPF the settlement strategy for Kildare confirmed Leixlip's position within the Dublin Metropolitan Area, largely on the basis of its proximity to the Maynooth Railway Line and the presence of two Railway Stations; Louisa Bridge and Confey. It is curious that no revision to the Kildare County Development Plan settlement strategy took place following the adoption of the NPF/NDP it does pose the question as to what guarantees there are for associated infrastructure and services should such large scale development take place.

The allocation to Leixlip of 10% growth and the provision of 3315 new housing units is a huge challenge not least because of the very significant constraints which include; County Boundaries with Fingal; Meath and South Dublin – the presence of the River Liffey and the River Rye together with the Royal Canal – The M4 motorway – St Catherine's Park and the Liffey Valley itself. The topography of the area which means the village itself is in a valley. It does appear the 10% was initially a paper exercise without really considering how developing this number of housing units could be achieved.

The most recent census of population recorded 5524 households in Leixlip and also recorded a population 15,504. As can be seen in the table below the housing stock that produced the population growth occurred over several decades. This current Local Area Plan provides for up to 60% growth over a ten year period, some of which is in locations with severe infrastructural deficits that will be difficult and expensive to overcome and some substantially dis-improve the quality of life for existing residents.

## POPULATION

1971	1981	1986	1991	1996	2002	2006	2011	2016
2,402	9,306	11,938	13,194	13,451	15,143	14,676	15,452	15,452

The plan proposes significant rezoning for housing development with the objective to accommodate an additional population of 4252 bringing the population of Leixlip up to 19,794. It is stated in the Leixlip LAP that the rate of occupancy as shown by CSO in the 2016 Census is 2.78 and acknowledges that this is higher than forecast. This means that the quantum of land identified as needed, together with the existing population, could in fact accommodate in excess of 24,000.

The Central Statistics Office projects a population increase in the Mid East Region of between 78,000 and 144,000 by 2031. In its settlement strategy Kildare has provided for 32497 new housing units should the occupancy rate of 2.78 continue that could result in a new population in excess of 90,000 well before 2031. While not all land zoned for housing will be developed and some over-zoning is required, the extent of the lands earmarked for development seems excessive. Given the actual occupancy rates as captured in the 2016 Census were underestimated it would seem obvious that reducing the target population and amending the occupancy rates for Kildare to reflect actual numbers is essential, this would require an amendment to the County Development Plan.

## Key Features of the Leixlip LAP

Four Key Development Area's KDA's together with an Urban Design Framework have been earmarked as the primary area's to accommodate more than 3300 new homes within the Leixlip Local Area Plan (LAP). With a further 60 hectares of land designated in the Collinstown area for strategic employment within a Business Campus.

**KDA1** – The Wonderful Barn area is an active site with planning permission for 450 housing units.

**KDA2** – Leixlip Demesne 355 housing units are proposed here. Vehicular access is from the Celbridge Road.

**KDA3** – Leixlip Gate 323 houses are proposed here with vehicular access from Easton Road. There are low density housing located here and the plan envisages that “intensification or redevelopment of these properties may occur during the lifetime of the plan”

**KDA4** – Black Avenue/Glendale Meadows – 350 new housing units with vehicular access from the Black Avenue.

**UDF** – Confey – 1340 residential units are proposed in the Confey area over Cope Bridge vehicular access is proposed via an upgraded L1015 together with a new link road provided along the northern extremities of the land.

**Collinstown** - Almost 60 hectares have been designated for strategic employment within a Business Campus – Intel is also located in the Collinstown Area and has current planning permissions for a major expansion.

## **KDA1 - The Wonderful Barn**

The Wonderful Barn area is an active site with planning permission for 450 housing units. Construction has commenced recently and includes an alteration to the entrance to the site.

This site also includes a public park, part of which is successfully used for allotments. The Wonderful Barn has the potential to be developed as a visitor centre or similar community use which would require some public parking and other facilities, the location for these facilities needs to be identified and provided for in the plan.

The Wonderful barn is a structure unique to Kildare, it is a listed building and is of historical, archaeological and cultural significance, in particular its relationships with Castletown and the surrounding landscape. The Leixlip Town Plan should contain objectives to develop a conservation and management plan for the entire Wonderful Barn site. This should inform any future uses for the site in keeping with best practice. Activities permitted should be in accordance with this plan. A bridge link between the Wonderful Barn Lands and Castletown Demesne should be included as an objective.

### **Access & Traffic issues**

The Celbridge Road is a single carriageway that currently provides access to the following housing estates; Elton Court, Forest Park, Castletown, Leixlip Park, Wogansfield, Highfield Park, Knockaulin, totalling well in excess of 1000 houses. Colaiste Chiaráin (Secondary) and Scoil Ui Dhalaigh (Primary) schools are also located on the Celbridge Road. A busy neighbourhood shopping centre is also situated at the entrance to Castletown Estate with a smaller commercial area beside Colaiste Chiaráin.

The central spine road through Castletown Housing Estate was not designed as a distributor road but is increasingly used for that purpose, with the development of 450 new housing units in the vicinity of The Wonderful Barn and perhaps further development at Leixlip Demesne, even greater pressure will be applied to this area making it less safe/ attractive for cyclists or pedestrians. These issues need to be specifically addressed in the context of a sustainable movement strategy and cannot be seen as site specific.

In addition the former Hewlett Packard Campus; Barnhall Rugby Club; Salmon Leap Canoe Club together with the community of Coneyboro are to the west of the proposed development. The proposed access to the Leixlip Demesne lands are also earmarked for new residential in excess of 350 units; the parklands around the Wonderful Barn together with the new housing will generate additional movements. All of the above need to be collectively considered in the context of achieving a sustainable pattern of movements across all modes. While it is desirable for people to walk or cycle congestion results in this being risky particularly for more vulnerable road users.

Dublin Bus provide a limited service to the Celbridge Road, the 66B terminates at the Salmon Leap Canoe Club. The junction with Maynooth Road, which is not controlled with lights, is under significant pressure with several peaks' during the day such as school

opening and closing times and shift changeover at local industries, together with the normal morning and evening peak's... Bus Connects proposals will not be evident until September but require specific consideration including location of bus stops.

## **KDA2 - Celbridge Road (Leixlip Demesne)**

**New Residential** – Proposed new Zoning for approx. 355 houses with parkland also proposed in this location. Vehicular access would be from Celbridge Road opposite to the Wonderful Barn site. Should the two developments proceed, each with just one vehicular entry/exit point, this would produce more than 700 houses sharing one junction on a road that is already extremely busy, it is essential that the totality of what is proposed together with existing infrastructure and potential for improvements is considered in tandem.

There are two cycle/pedestrian entrance/exits at Leixlip Park and Wogansfield. It would seem that cycle facilities could be designed within the proposed new development but would terminate at the boundary. No serious consideration seems to be given to the impact on Wogansfield and Leixlip Park of this traffic. Wogansfield can be seen in photos below the first one is towards the settlement from Celbridge Road. The second view is from the settlement it shows the neighbourhood shops behind which is the secondary school it would be expected that considerable pedestrian traffic would need to be accommodated. There is no room here for a footpath.

### **Towards Wogansfield**



## From Wogansfield



## Leixlip Castle

*“Historically, the center of Leixlip has always been Leixlip Castle. Built on a rock at the confluence of the River Liffey and the Rye Water were granted to the de Hereford family and dates from the Norman Invasion of 1171 with the round tower added onto the square keep in the 14th Century. The castle was strategically placed at the confluence of the River Liffey and the River Rye. Over the following several hundred years Leixlip Castle was to be one of the strongholds of the Pale - an outpost.*

*In 1732 the castle was acquired by William Conolly, nephew of Speaker William Conolly, who inherited Castletown House, the lands of which adjoin the Leixlip demesne to the west. “*  
*(text from Leixlip Town Council Website)*



### **Leixlip Castle/Demesne**

Both Leixlip Castle and Demesne are listed as protected in the LAP page 66/67. While parts of these lands were separated in the context of the construction of the M4 what remains requires to be protected. Should this land be rezoned for housing it will undermine Leixlip Castle/Demesne as the Historic Centre of Leixlip. The Demesne Lands are listed as protected in the LAP which conflicts with the proposed rezoning. The Demesne wall runs to the rear of Leixlip Park and Wogansfield which indicates the boundary of the Demesne.

The protection of all structures and the immediate surroundings including the curtilage and attendant grounds of structures contained in the *Record of Protected Structures* is covered by Policy BH1 on page 68. The development of a housing estate within its boundaries significantly reduces the lands adjoining the Castle.

To see the Castle in Context it is essential to also look at the South Dublin County Boundary and the presence of Fingal's Water Works as it relates to Leixlip Castle and Demesne. The photo above shows its proximity to the east of the Castle. Protecting what remains of the Demesne is essential to ensure the Castle can be seen in its natural context. Constructing a large modern housing estate to the west of the Castle further erodes the context of the Castle. This demonstrates how difficult it is to find suitable locations in Leixlip to comply with the core strategy of the County Plan which forces a conflict with other objectives because of the lack of available suitable land for housing development.

For the reasons stated above KDA2 should be removed from the Local Area Plan.

### **KDA3 – Leixlip Gate**

It is difficult to see how the lands in question can accommodate the proposed 323 houses proposed for this location. The previous draft earmarked this location for 200 residential units. This location currently accommodates low density housing. The Plan states “intensification or redevelopment of these properties may occur during the lifetime of the plan”. Most of those living within this established community have been there for several decades it is impossible to imagine how such intensification could occur in unison and if it occurs at all is likely to happen in a piecemeal way either voluntarily or perhaps under pressure from new higher density developments.

The existing entrance/exit is from Easton Road is very deficient and would require significant improvement, how would that occur should development be piecemeal? It is also not earmarked in the plan for junction improvement. Easton Road was constructed in recent years and is heavily trafficked, traffic calming measures have been installed as a consequence of safety concerns such large scale development would also produce a need for further safety amendments.

**Leixlip Gate entrance together with mature trees.**



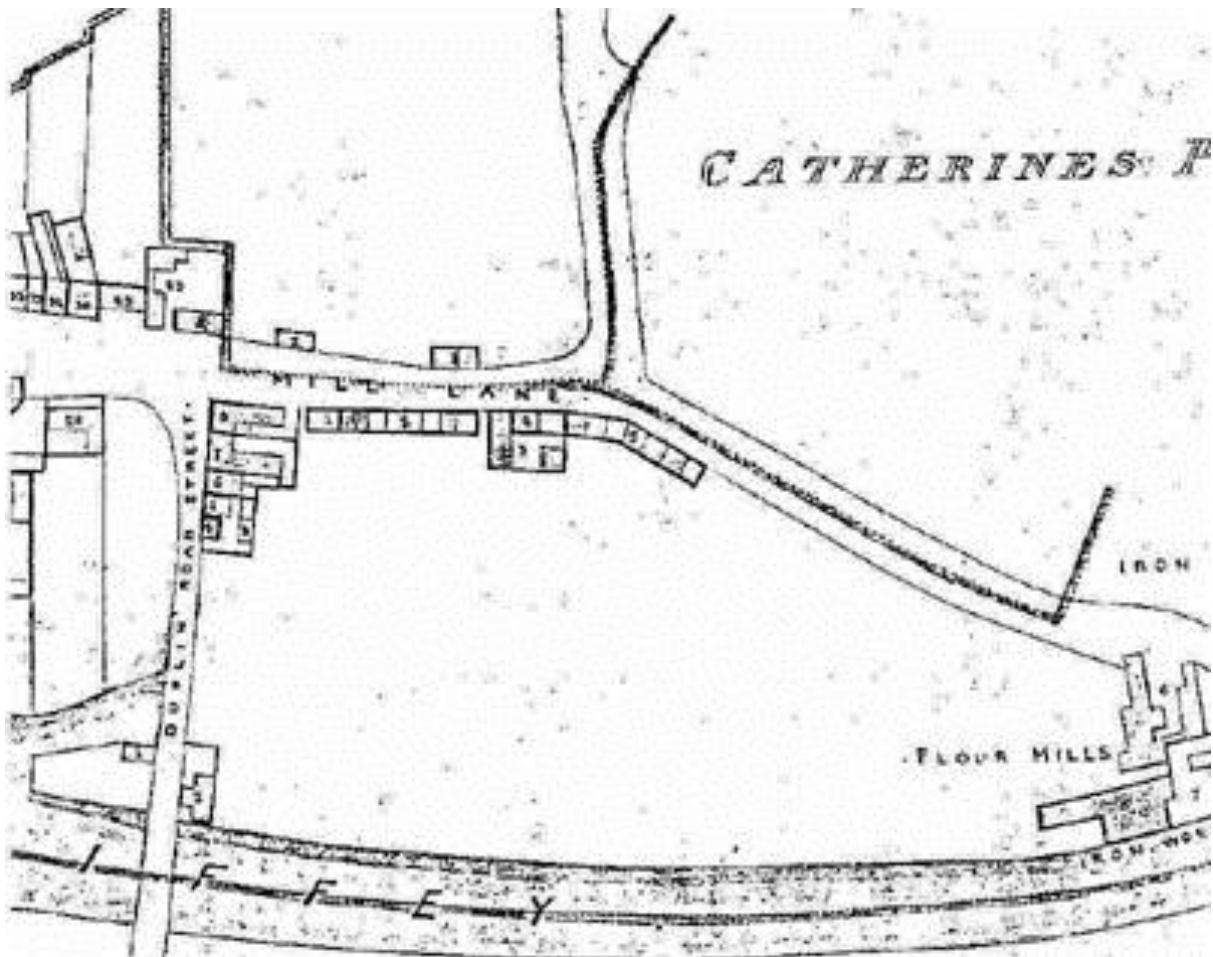
**Existing narrow entrance to Leixlip Gate from Eason Road**



## KDA4 – Black Avenue/Glendale Meadows

Residential Development– 350 new housing units with vehicular access from the Black Avenue.

The map below dates from 1810 and shows the bridge over the River Liffey which links Kildare with Dublin to the right Mill Lane is visible and it has changed very little as can be seen in the photo below. The entrance to St Catherine's park is identified and is known as Black Avenue this avenue leads into the park and also to Kildare's Waste Water Treatment Plant. The plant attracts large volumes of HGV's which conflicts with those who walk to the park. At the end of the avenue a car park was constructed to serve the parklands, it is the only vehicular access to the park on the Kildare side.





## Mill Lane facing towards Main Street



The entrance to Black Avenue Mature Trees on embankment to the left the entrance is earmarked for junction “improvement”



**Black Avenue - embankment to the left - 15kmp speed limit – traffic signals and steep incline can be seen**



**Black Avenue – towards the Car Park –new road objective included in LAP**



## **Proposed new Housing Estate overlooks Waste Water Works**



The LAP states that this KDA provides a significant opportunity to provide a green and safe new access for pedestrian/cyclist and vehicular traffic to St. Catherine's Park and the existing car park while also facilitating residential development which respects the setting of the subject lands and provides passive surveillance of the adjoining parklands.

Achieving the safe new access cannot be done without felling the trees the LAP seeks to protect. The land the trees are located on is on a steep incline so the levels do not easily facilitate what is proposed. The entrance is restricted to a single carriageway with buildings preventing the widening of the access. The area towards the car park is bounded on one side by a wall behind which are mature trees which are located on an escarpment.

Again this shows the limits of the land available for housing in Leixlip it is impossible to imagine how this can be justified on planning grounds and it should accordingly be omitted from the plan.

### **UDF – Confey – 1340 residential units**

1340 residential units are proposed in the Confey area over Cope Bridge. Vehicular access is proposed via an upgraded L1015 together with a new link road provided along the northern extremities of the land.

While it is very welcome that access is no longer envisaged through St Catherine's Park, the plan needs to specifically state this and reinforce the value and importance of the Park. A commitment to interact with Fingal and South Dublin Councils to remove the "indicative road line" also needs to happen without delay.

### **Lands included because of their proximity to Confey Railway Station**

The proximity to Confey Railway Station and the plans for the electrification of the line is the context for including this land in the LAP. The electrification of the line will require significant alteration to several bridges including Cope Bridge which will be very disruptive. One way traffic is currently controlled over the bridge using traffic signals.

### **Cope Bridge – single carriageway controlled by traffic signals – footpath to the right leads to Confey GAA and subject lands.**



According to the plan it is not intended to permit the proposed development in advance of this work taking place. The upgrade of the L1015 which is a narrow winding road with some houses fronting on to it, connects Kildare with Fingal is expected to be the primary vehicular route on the Fingal side of the proposed development. A key question will be Fingal's plans for the Mount Thunder area and plans for road and bridge improvements which would be necessary to accommodate traffic this is likely to occur in the context of electrification of the Maynooth Line. In the absence of road upgrade and bridge improvements at this location further pressure would be put on Captain's Hill which is already at saturation point at peak times. There is also no room to widen the Captains Hill.

The proposed alternative route to this site from Dublin is through the already heavily congested Lucan Village- across the Liffey towards Laraghcon beyond which the road deteriorates, the bridge below spans the railway and canal. The cost of such upgrades needs to be considered together with the identification of finance to deliver such improvements.

It seems to me that the traffic congestion already evident in Lucan has not been considered in the context of this plan. It is possible to imagine post the Confey development questions being asked like, Where were the planners?

## **Bridge over Canal leading to Lucan – Proposed alternative route to Captains Hill**



### **Captains Hill – Cope Bridge**

The most direct route to this location is by way of Captain's Hill which serves the existing housing estates. Combined these estates total in excess of 1500 homes, a busy neighbourhood centre; two primary and one secondary school; Leixlip Cemetery and Confey GAA club both of which are part of the subject lands. In the absence of an attractive alternative it is difficult to see why new residents in this area would not use the most direct albeit congested route. There are already issues with resident having difficulty exiting their estates at peak times in particular.

The doubling of the track and improved services on the Maynooth Line have occurred in recent years, these had been sought and are well used by the community. At peak times the services are so heavily used that it is standing room only. Refurbished railway carriages are on order, when they arrive in 2020 they will need to be commissioned before going into use hopefully this should deal with the current deficiency. New rolling stock, including for the electrification of the line is planned, from the date of order, which has not happened yet, a lead in time of five years is envisioned, enhanced services on the electrified line will post date the delivery of this rolling stock. Any phasing proposals must to consider this.

### **Parking at Confey Railway Station**

The absence of adequate car parking at Confey Station results in all day parking in the housing estates adjacent to the station. This deficiency must be catered for in the plan as should the provision of bicycle parking and facilities. While it is desirable that those using trains arrive on foot or cycle that is not always possible and needs to be provided for. The

UDF states *'Bike Parking Infrastructure Guidance' prepared by the Dublin Cycling Campaign 2017 should be used as a reference guide in providing such infrastructure within the Framework lands.*" This is to be welcomed but again consideration needs to be given to how this can be applied to the existing area and should be specified in the LAP.

### **Current Parking is limited at Confey Railway Station**



### **Confey GAA**

Confey GAA is designated in the UDF for mixed use. The Clubhouse and playing fields were purchased and developed/constructed by Confey residents and are well used. They are already a considerable distance from parts of Confey such as Riverdale; Glendale Meadows and Woodside the relocation of those lands will be of benefit to the planned new community but will work to the disadvantage of the existing community and will inevitably produce new vehicular movements. It is notable that the LAP measures distances from the Railway Station from within the proposed new development however, it does not measure distances for relocated and more inaccessible facilities for the existing community. The vision for the new neighbourhood is to maximise the use of sustainable modes of transport which in itself is to be welcomed however it does appear to take a silo approach to these lands and lacks an understanding of how that links with the existing communities or to the Fingal area.

## **Confey GAA grounds as seen from Cope Bridge – Proposed for Mixed Use**



### **Riverforest Park**

#### **Bridge and proposed Strategic Pedestrian & Cycle Route**

The proposed location for the bridge at Riverforest Park linking the greenway is curious to say the least. It is impossible to imagine how this would work in reality and I wonder if this was mapped without actually visiting the area. While the greenway is an excellent use of the tow path and there is a value in access being gained from several locations what is currently proposed is simply not workable. Huge efforts by the Riverforest Residents Association were made to make this park usable it is essential that KCC Planning Department engage with the Association should this link be adopted. Please note the trees in the distance see next photo.



**View from Top end of Park as shown above.  
The bridge is proposed here - Railway Line and Canal to the rear.  
The path and cycle way is proposed through the centre of the green.**



### **St Catherine's Park**

The park has been used to accommodate major pipe infrastructure in the recent past with further developments of that nature planned in the near future. There was poor re-instatement following previous works which were supervised by Kildare County Council, this showed a lack of good will towards the users of the park. Much of the maintenance of the Kildare section of this park is carried out by voluntary organisations who are licenced to use the playing pitches. Fingal where there is a larger Parks Department have been much more active in providing substantial play facilities and also maintain their section of the park. Fundraising for apparatus for the playground was jointly done by residents groups on the Lucan and Leixlip side with the play facilities located on the Fingal side.

Kildare County Council must demonstrate a real commitment to the ongoing development, enhancement and of facilities in the park. A means of public engagement to assess required facilities needs to be established. Instead of including an objective to acquire the lands at Black Avenue the Council propose to construct a housing estate.

Consideration should be given to amending the location for the bridge linking the Greenway to Glendale Meadows to the east which would be a more direct route into the park.



## **Collinstown Business Campus**

Almost 60 hectares have been designated for strategic employment within a Business Campus – Intel is also located in the Collinstown Area and has current planning permissions for major expansion.

The previous Collinstown LAP included over 700 residential units and was then identified as a new town centre it was to provide for major retail for the North Kildare towns. All the neighbouring towns were sequentially tested for their ability to absorb increased retailing, none proved capable of absorbing the additional projected traffic. It is not clear what the retail strategy is given the change proposed in this LAP

The LAP includes the “potential for a new train station” The Planned Electrification of the Maynooth line would be an ideal opportunity to ensure this occurs. This would not just be to the benefit of the proposed new Business Campus but there are considerable movements between Leixlip, Celbridge Maynooth and Kilcock in the areas of education, leisure and employment and the development of a new station here would benefit all. Car and cycle parking facilities need to be planned for in tandem.

The Business Campus envisages landmark buildings and light industrial, the area proposed for zoning is adjacent to Kilmacredock. Any new housing in this area is subject to the rural residency rules with each house serviced by septic tanks. A waste water scheme has been planned for this area for some years. Plans to develop a business campus should include provision of waste water facilities to this area. The height of buildings together with designated uses need to consider this community. Consideration should also be given to how this settlement interacts with the Business Campus including access to the proposed new railway station. Similarly consideration should be given to the orderly development of this location perhaps by designating it for housing.

The design of buildings fronting on to the link road opposite Westfield Estate and the proposed development at Leixlip Gate also need careful design and planning in order that it is visually attractive and noise and light issues are managed well.

It is proposed to locate a primary health centre here while such a facility is needed the location seems curious given the distance from the main population centres.

## **Town Centre**

The lack of adequate public car parking continues to undermine Leixlip Village and needs to be addressed as a matter of urgency. The village core needs to be enhanced; however, some of the measures proposed such as changes to the Main Street car park look good on paper but may pose unacceptable risks to pedestrians. There is a considerable vacancy rate in the village core, in addition to public realm spaces regenerating the village is needed.

## **Facilities**

A Public Swimming Pool continues to be a demand; a site within Leixlip Amenities Centre was identified as the most suitable site, following a comprehensive consultation, this should be included in the LAP. The site at Leixlip Amenity centre was selected following a consultation process; the ease of access from Leixlip, Celbridge, Maynooth and Kilcock was

a consideration as was the identification of Leixlip Amenity Centre as a regional campus. Any alternative site for a much needed public swimming pool needs to fully consider the issues that were central to the previous process.

In view of the extent of the population projected it is essential that the sporting clubs are evaluated for capacity. Indoor sport and leisure capacity should also be included in this evaluation. It is not clear, should the Confey development occur, how the existing GAA club will be relocated, or if this is with the agreement of the Club itself, the time involved in bringing land up to the standard necessary for playing pitches should be specifically addressed.

An Arts Venue should be planned for this been a social infrastructure gap to date. There has been a vibrant performing arts community in Leixlip spanning several decades; there has been several national and international successes, despite the lack of provision of facilities. This performing arts community might also have a commercial aspect that could assist in terms of running costs. It is a glaring gap that needs to be addressed.

There is no cinema in North Kildare, the absence of a performing space and cinema means additional traffic is generated despite the population being sufficiently large to make such facilities viable. In view of the vibrant Arts & Theatre community in the Leixlip and indeed the North Kildare Area such an area should be designated particularly given the scale of what is proposed for Leixlip and more generally North Kildare.

## **Mast**

The Telecommunications Mast at the former ESB building on Main Street continues to dominate the skyline; its location also undermines the potential of the site to the rear which is owned by Kildare County Council. An alternative location needs to be found for this mast. This should be identified in the context of this LAP. It is located in the Town Centre regeneration area.

## **Tourism**

The Wonderful Barn has been earmarked as a potential tourism venue, to achieve full value of that potential the pedestrian link between the Barn and Castletown House should be re-established.

## **Transport/Movement/Bus Connects**

Changes to the draft bus connects plan will not be available until September. When the changes are produced they need to be considered in conjunction with this plan. The previous draft sought to replace the 66A with a link between Confey and Hazelhatch Railway stations which was heavily resisted by local residents who have been actively engaged over the years with public transport solutions.

Many of the public transport improvements in Leixlip resulted from a major origin and destination survey conducted in the mid 1980's; improvements included the provision of the 66A to Captains Hill and the 66B to Barnhall; the opening of Confey Train Station and the doubling of the Maynooth line etc. The survey was collaboration between the then Combined Residents Association of Leixlip and CIE and was the first time such collaboration had taken place.

The electrification of the Maynooth line has been identified, together with the removal of level crossings. Currently peak time services are fully used and more frequent services are not possible because of non-availability of rolling stock. Much more importantly there are capacity constraints in the city centre. These capacity constraints will only be fully

overcome by the construction of the Rail Interconnector (Dart Underground). This infrastructure would dramatically alter the frequency and reach of both the Maynooth and Kildare lines and would also provide new opportunities in North Kildare for employment. There is the potential to draw a variety of skill sets from a much wider catchment. The need for this vital piece of infrastructure should be referenced and fully endorsed as a key requirement by Kildare County Council both at County Development and Local Area Plan level as appropriate. It should be included in this LAP.

New developments need to involve consideration in advance of bus based public transport. The identification of bus stops and turning circles to date has been piece meal to date, the approach of considering such infrastructure on a development by development basis has proved inadequate in the past, if more sustainable travel patterns are to be achieved a more strategic approach is required. Bus services are the work horse of the public transport system and unlike rail provide a flexibility with respect to routes and destinations. Future proofing bus stop infrastructure should be included as a policy/objective in the LAP.

A new road linking a large scale SDZ at Clonburris and also serving Adamstown is planned to be located to the rear of Lucan Golf Club. Ironically this is to provide relief to Lucan while allowing for substantial housing development, the Leixlip LAP on the other hand allows for a large development in Leixlip which using Lucan as its primary entry/exit. The exit for this new road is located on to the Dublin Road at Young's Cross this proposal has concluded the planning stages. Kildare County Council requires to consider earmarking lands to the west of the Hewlett Packard Campus for a link road which would deal with some of the traffic issues and create a new link to the M4 at the Celbridge Leixlip West junction. Otherwise significantly increasing the number of vehicles joining the Celbridge -Dublin Road at Young's Cross will have a significant knock on effect to both Celbridge and Leixlip Traffic. The Roundabout on the Leixlip Road at Lucan near Weston Park is currently problematic in that priority is given to traffic coming from Celbridge which results in a queue of traffic on the Leixlip Road. With such additional traffic being diverted on to the Celbridge-Dublin Road the traffic generated will make this junction unworkable for Leixlip traffic in particular.

## **Cycle/walking routes identified on the Transport Map**

- The use of the Royal Canal tow path as a greenway is welcome in its own right. It is important that the greenway is sufficiently wide to accommodate both cyclists and pedestrians.
- One of the bridges identified at the large green in the centre of Riverforest Estate, a cycle path through the centre of the green is shown, the Residents Association put considerable work into making this area usable for recreational purposes. How such a bridge and cycle path could be achieved, given the levels of the land in this location, together with the current recreational use, could be achieved in tandem requires further consultation. The residents of Riverforest need to be actively involved in any changes here.
- A new river crossings is shown between Woodside and Louisa Valley Estates, there has been considerable public disquiet in the past when similar proposals were made, it is essential that the sensitivities of such a proposal are understood and there is a commitment to further consultation.

- A further bridge is proposed between Leixlip Amenities Centre to Loughnamona. Securing the Amenities Centre from the Canal tow path at night has been problematic such a proposal may result in insurance difficulties for the Amenities Centre.
- Proposed new road from Intel to proposed new development at Kellystown. Intel draw their workforce from a wide catchment and while the new road proposal at Confey might accommodate the Intel traffic beyond the site on the Fingal side there appears to be no corresponding proposal to upgrade the road. There is a need to greater engagement between Kildare County Council and Fingal at both Councillor and Official levels. The proximity to the Leixlip Spa where there is rare fauna and flora need further examination.
- While it is laudable that cycling and walking are being promoted, in addition to existing and new cycle paths, locations to park bicycles and other facilities such as safe storage compartments are required if scaling up the attractiveness of mixing modes of transport is to be achieved. A policy and objective in the LAP is needed.

The extent of the development proposed together with the absence of available land and the physical constraints in the Leixlip area make it impossible to achieve good outcomes without damaging the character of the town. Given that this is one of the only large scale settlements proposed to be decided by the full Council as opposed to the Municipal District it is essential that all 40 Councillors have an opportunity to view the locations they are being asked to re-zone. This should also consider the wider context Leixlip with be developed within including how it interacts with Fingal and South Dublin Council's.

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