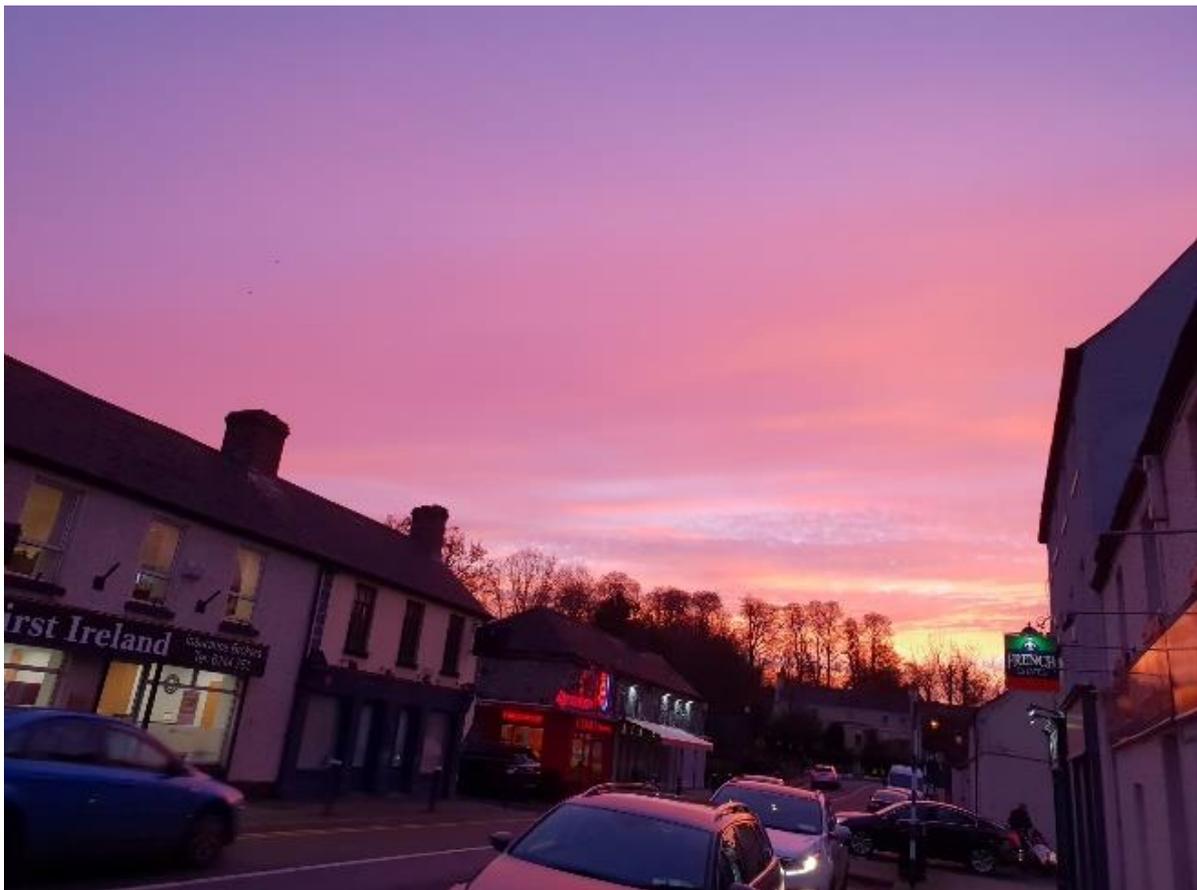


# Proposed Material Alterations to the Draft Leixlip LAP 2020 – 2026

Leixlip – Draft Local Area Plan – Submission

Councillor Nuala Killeen, Social Democrats,  
Celbridge Leixlip Municipal District



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### Material Alteration 1

That the phasing of the Local Area Plan from 2020 to 2026 and amended to 2020 to 2023 ought to consider the viability of all aspects of the LAP, deliverability in a sustainable fashion with adequate transport and social infrastructure.

### Material Alteration 2

The National Spatial Strategy has now been superseded by the National Planning Framework (NPF). (NPF published in February 2018 in tandem with the National Development Plan (NDP)). No revision to the Kildare County Development Plan settlement strategy has taken place and this ought to be prioritised. What guarantees there are for associated infrastructure and services should such large scale development take place and has funding been identified.

That defined funding has been allocated to meet the objectives set out in the National Development Plan. Pending the review of the core strategy in the County Development Plan that Leixlip LAP is scaled back to permit development that can occur within the next two years with appropriate transport infrastructure and utility infrastructure prior to housing development e.g. water, electricity, gas. That developments include renewable energy sources.

### Material Alteration 5

The core strategy should be scaled back considerably pending a review of the County Development Plan. It should be noted that Leixlip is expected to absorb a huge population rise in respect of the geographical constraints placed upon it. The transport infrastructure is not as yet in place to absorb the interim 3 year growth of 1,189 housing units in the short term rising to over 3,000 in 6 years. The sites chosen for shoe horning this population growth into are unsuitable in terms of transport links and services. Considering the demands on the water and electricity infrastructure, a review of these in the first instance is imperative to ensure future proofing. Lands in phase 1 are Celbridge Road East, Wonderful Barn and Leixlip Gate. These are not as yet equipped to deal with the population surge expected and will impact on households already within the vicinity.

That an infrastructural assessment of neighbouring developments are identified and any deficiencies identified, and solutions sought. Can KCC confirm that applying the target that Leixlip will maintain ca. 10.2% of the overall growth for the county and plan for the additional housing units, that adequate space for supporting infrastructure and services has been identified to prevent Leixlip becoming a dormitory town

The allocation to Leixlip of 10% growth and the provision of 3315 new housing units is a huge challenge because of the 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. Will this be reviewed in line with the new County Development Plan?



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. Has funding been identified to service these sites and what plans are in place to confirm funds for infrastructure projects to include roads, waterways and public transport.

Proposed new Zoning for approx. 355 houses at Celbridge Road (Leixlip Demesne) with parkland also proposed in this location. Vehicular access is likely to be very problematic at this junction and cars 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 detail.

No serious consideration seems to be given to the impact on Wogansfield and Leixlip Park of this traffic. Due to the proximity of a secondary school, considerable pedestrian traffic would need to be accommodated. There is no room here for a footpath.

Remove KDA2 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

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## Material ALTERATION 7

### CSI PAGE 7 -M

KCC to support long term sustainable growth must demonstrate this by use of proper planning to ensure that there is water security, security of electricity and capacity of sewerage system for growth of demand in the district. This to be assessed as part of the County Development Plan 2020 - 2023

## Material Alteration 8

Focused new development in zoned lands should ensure that appropriate infrastructure to develop phase 2, Confey, are in place prior to any permission granted for development. There are current transport, infrastructure and utility deficits within the town that need to be mitigated. A Masterplan ought to explore social infrastructure as part of the development and appropriation of sufficient space for sports and recreation as well as just housing with adequate infrastructure and not just left to developers to provide this.

## Material Alteration 9

*UCR1.5 To prepare a Town Renewal Plan for Leixlip, incorporating a comprehensive transport, infrastructure, utility, social infrastructure, recreation and sustainability Health Check and detailed Urban Design Analysis, and implement its recommendations on a phased basis over the lifetime of this Plan and beyond*

### **Proposed Material Alteration No. 11**

Insert new Objective and new Action under Section 5.1 (page 21) as follows:

*UCR1.6 To encourage owners of premises on Main Street when renewing their shopfronts to use the Irish language.*

*Action: 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*

### **Proposed Material Alteration No. 12**

Include the following new objective in Section 5.2 Retailing (page 24).

*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. 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.*

#### **Proposed Material Alteration No. 14**

Additional text under Section 5.3 to provide for a third paragraph (page 24).

*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, extensive perception analysis through survey work 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. This analysis should ensure that the public are consulted and social infrastructure for the use of the public is considered. That participatory budgeting be considered and that the Town Renewal Plan be prioritised.*



#### **Proposed Material Alteration No. 16 (a-d) & Proposed Material Alteration No. 17**

Having regard to the Leixlip Town Renewal Plan should include public and community participation in all aspects of that plan and that participatory budgeting be considered.

#### **Proposed Material Alteration No. 18**

##### **Section 6.2.1 Supporting Employment Growth (Second Paragraph, page 32)**

The Barnhall site (*the Liffey Business Campus*) 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). That the TIA include cycleways and walkways that the SLi an Slainte be protected and that KCC consider purchasing the Bus Stop there so it can be improved.*

#### **Proposed Material Alteration No. 19**

Amend all references to land zoned Q: Enterprise and Employment at Collinstown to 'Collinstown Business Campus'.

#### **Proposed Material Alteration No. 20**

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Insert new objective under Section 6.4 Tourism (page 36).

*EDT3.13 To support, encourage and promote historical linkages with William Francis Roantree Leixlip's Forgotten Fenian. To invest in a tourist enterprise committee to develop other historical links with Leixlip's rich heritage and its links to Leixlip Castle, the Obelisk, Wonderful Barn and may other unique Heritage sites.*

## **Section 7 – Housing and Community**

### **Proposed Material Alteration No. 21**

Insert new objective under Policy HC 2 (page 39) as follows:

*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). That Kildare County Council should request funding and seek to encourage developers to exceed the minimum 10% social housing requirement, that KCC should seek to encourage social housing development and explore where they might have opportunities to provide sufficient social and affordable housing in the area.*

7.4.3 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

That KCC ensure that not all social infrastructure needs are developer led. This would be difficult to manage and to ensure that the needs of the population were being met. Social infrastructure needs ought to be met in part by the Local Authority. Kildare County Council should seek to ensure that it maximises funding opportunities to match fund places for social infrastructure which is imperative to healthy communities and development of young people and adults. Leaving this solely up to a developer to implement might not wholly reflect on the needs of the community and is not demonstrating a whole community holistic approach to the needs of the community. It does not reflect sustainability and community standards and ought to be amended. The developments might have wholly suitable projects, but it is a function of the Local Authority to implement these for the good of the community also. There is already a lack of amenity in Leixlip in respect of sports facilities, playgrounds, swimming pools, Leixlip seems to have been left behind in comparison with other Kildare towns and to just defer this responsibility to an as yet unknown third party with undefined standards will be hard to follow up in a few years and does not incorporate sensible town planning where the aim is to grow the population by 10% in a short space of time. This needs to be explored more fully and with public consultation in the course of the Master Planning and the public realm projects.

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#### Proposed Material Alteration No. 23

HC4.3 To support and promote and facilitate *within the lifetime of this LAP* the development of cultural, arts and performance spaces in Leixlip.

#### Proposed Material Alteration No. 24

Insert new objective under Policy HC 4 (page 48) as follows:

*HC4.4 To support and facilitate and deliver the development of a Primary Care Centre in Leixlip within the lifetime of this LAP.*

#### Proposed Material Alteration No. 25, 26 & 27

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. To consult with the community as to what they desire for their town in respect of permeability and to provide for sufficient public transport capacity & opportunity to access from all areas in Leixlip.*

#### Proposed Material Alteration No. 28

Amend objectives MT2.3 and MT2.4 under Section 8.2 Public Transport (page 54) as follows:

- (a) MT2.3** To support the provision of new.' or upgraded public transport infrastructure in Leixlip, including bus infrastructure, new or upgraded bus lanes, stops and lay bys, turning and parking areas *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. To ensure there is no reduction of current service and to enhance the service offer to the residents of Leixlip. To retain the 66a service during peak and off-peak times into Dublin City. To enhance the peak hours commuter bus service to Dublin. To request that additional bus services be provided to encourage increased use of the bus services where 69% of Kildare residents currently commute to work in a single person occupied vehicle. To encourage n increase of the public transport offer as a sustainable measure to reduce pollution, congestion and commute times. TO not over rely on the bus provision to train stations only as the capacity of trains is reached and increases in carriages will not be on-line for another 4 years. That Kildare County Council enter Dialogue with Fingal County Council in respect of transport capacity at Lucan Village in respect of bus corridors. That the phased Confey development not be undertaken until the upgrade of the National Rail Network / electrification and improvement is complete.*
- (b) (b) 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 recommendations contained in the Leixlip Strategic Transportation Assessment, the improvement of bus services to the designated new development areas, park and ride facilities and the provision of bus priority measures to ensure the

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improved movement of bus services through the town centre and the provision of bus turn facilities proximate to Confey Station and the planned new neighbourhood at Confey. *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. To retain the bus service to the School and to encourage increased usage of buses by provision of sufficient and timely services and to ensure no reduction of the current service offer. That the phased Confey development not be undertaken until the upgrade of the National Rail Network / electrification and improvement is complete. That Kildare County Council seek to dialogue with the adjoining Local Authorities in respect of transport upgrade requirements prior to developments at Confey.*

*TO provision a higher frequency bus service to accommodate the transport needs of passengers along the 66E route.*

#### **Proposed Material Alteration No. 31**

Amend objective MT3.2(i) (page 56) as follows:

(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 following public consultation and within the lifetime of the LAP. That no development be undertaken without significant improvement of transport links and provision of new bus services to the area set for development. That changes be made in conjunction with the electrification of the line and that development stages are dependent on progress overall in the transport links in this area.*

#### **Proposed Material Alteration No. 35**

Insert at Section 8.3 of the Draft LAP (page 57) as follows:

*MT3.14 To investigate the installation of appropriate traffic safety and calming measures to address the issue of through traffic using the Castletown housing estate considering the growth in traffic in line with development and to develop an overview of all housing estates, traffic demands and traffic safety and calming measures throughout the town following public consultation and within the lifetime of the LAP*

#### **Proposed Material Alteration No. 36**

Insert the following text as second paragraph in Section 9.2 (page 60) Water Supply and Wastewater:

*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*

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*support Irish Water in delivering the NWRP. That Kildare County Council ensure the sustainability and safety of the water supply, that Kildare County Council ensure there is provision for public consultation in respect of any risks to the supply, that future proofing and alternative water supplied are sourced and that a comprehensive review of water supply to the Confey areas is expanded. To ensure that the water lost through leakages is improved and to set SLAs with the utility companies to monitor effectiveness. To request that KCC be present during EPA audits and that notification of any risk to the supply of water or the safety of water be communicated as soon as they are discovered to ensure that there is a least possible risk to public health as possible.*

#### **Proposed Material Alteration No. 37**

Insert new objective under BH 1.9 (page 69) as follows;

*BH1.9 To address dereliction, vacancy and promote appropriate and sensitive reuse and rehabilitation of Protected Structures.*

*To ensure that during the lifetime of this Local Area Plan that a sufficient development plan for the Wonderful Barn areas a public heritage destination keeping in mind its rich history and developing the area as a public amenity with access to Sports facilities, allotments, public walkways, enhancing the surrounding buildings to a good standard, looking to open a café / market / heritage office and ensure that this is conducted following public consultation and within the lifecycle of this Local Area Plan.*

#### **Proposed Material Alteration No. 39**

Amend Objective GI1.9 (page 81) as follows:

**GI1.9** (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 proposed ownership from the Fire station to the start of the green open space*

#### **Proposed Material Alteration No. 41**

Amend objective OS1.1 Section 11.3 Open Space (page 85) as follows:

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 (i) Along the northern bank of the Rye from Distillery Lane to Woodside Estate and Confey Community College; *where the land is confirmed to be in public ownership*

ii (ii) Along the River Liffey, from Leixlip Town Centre through Leixlip Castle, to the Salmon Leap Canoe Club; *and beyond where the developed land is confirmed to be in public ownership and within the lifecycle of the Leixlip Local Area plan.*

#### **Proposed Material Alteration No. 42**

iii Insert new objective OS1.7 (page 85)

iv **OS1.7** *To support and facilitate the development of a sensory garden and other appropriate amenities within the grounds of St. Catherine's Park on the Leixlip side in lands that are confirmed to be in public ownership, following public consultation and within the lifecycle of this plan*

### **Proposed Material Alteration No. 43**

Insert new objective OS1.8 (page 85)

**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. To provide suitable amenity areas for people of all ages, families and young people with a focus on pro-social activities.*

### **Proposed Material Alteration No. 44**

Amend Section 12.1.2 Phasing and Implementation (page 87) as follows:

Design proposals in the Key Development Areas (KDAs) will be subject to *the delivery of infrastructure* a schedule of phasing. The purpose of the phasing is to ensure that infrastructure, facilities and, amenities *and servicing* are provided *either in tandem* together with *or prior to the delivery of* new residential development. *That transport infrastructure and social infrastructure* are considered and implemented prior to major residential infill. *That developer led social infrastructure is not last to be developed and is equally phased.*

### **Proposed Material Alteration No. 46 (a) + (b)**

(a) Amend Figure 12-2 Celbridge Road East KDA (page 90) as follows:

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*To await the outcome of the County development plan and any changes that might arise with the review as described below: 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 28<sup>th</sup> June 2019 and the process of incorporating it and the NPF into the Kildare County Development Plan 2017-2023 will begin in late 2019/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.*

*And to remove this KDA from the Leixlip LAP subject to that review. These are historical lands and should be preserved as such. Residential area is not appropriate in this area. The proposed reduction of residential units does not mitigate the loss to the community of this beautiful historical resource. This space is not adequate for residential due to the flooding associated with the area and to await any zoning until a Flooding assessment concludes.*

To protect Leixlip Castle Demesne

- i (iii) Between Síleacháin Valley and St. Catherine's Park; and,
- ii (iv) At the confluence of the River Liffey and the Rye River.

**Proposed Material Alteration No. 48 (a + b)**

- (a) Remove the KDA designation from the Black Avenue lands on Map Ref. 4 Land Use Zoning Objectives and amend the zoning from 'C: New Residential' and 'F2: Strategic Open Space' to 'F: Open Space and Amenity' and delete Section 12.5 Black Avenue Key Development Area.
- (b) Delete Section 12.5 Black Avenue Key Development Area in its entirety (page 94-96).

**Proposed Material Alteration No. 49**

Amend Figure 12-5 *Collinstown Boundary with Constraints* (page 99) to retain and not remove the 30-metre development set back from the Overhead Powerlines (OHL's)..

**Proposed Material Alteration No. 50**

To insert the following new objective into Section 12.7.2 (page 100) of the Plan:

*COL1.1: 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. To make a submission to Bus Connects proposal to include Collinstown as part of the network redesign that is due for roll out in 2021. To ensure that there is adequate public transport provision to facilitate the access to and from Collinstown to Dublin City Centre and local towns and relevant public transport spaces.*

**Proposed Material Alteration No. 56**

Insert new objective under Section 12.8 Confey (page 106) as follows:

**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;
  - (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.
- (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.

*To await the outcome of the County development plan and any changes that might arise with the review as described below: Section 11 (5) of the Planning and*

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*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 28<sup>th</sup> June 2019 and the process of incorporating it and the NPF into the Kildare County Development Plan 2017-2023 will begin in late 2019/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. To conduct the Master Plan with public consultation, participatory budgeting and to review the status in 2023.*

**Proposed Material Alteration No. 64**

**Appendix A: Confey – Urban Design Framework**

**Section 2.1.6.3 The Community Hub (CH) Character Area (page 21)**

- 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*; To ensure this is a key deliverable and to look for additional capacity and to source more than one community space to accommodate demand, variety and proposed population growth.



What indicators are there to identify a shortage of industrial and business units in the town

Have resources been identified to improve the road via Leixlip and Fingal County Council re the proposed confey Development?

Kildare co co to scale back the numbers of proposed housing units to prevent downzoning or provide a total masterplan of development of the area and detail sites not capable of being developed

A detailed map of St. Catherine's Park and its environs is required

That the proposed greenways / cycleways be designed with safe routes and clear boundaries between roads, paths and open green spaces be identified.

Masterplan for the Confey area and agreement on this in advance of any development. It is the view of the NTA that the Masterplan should include a transport assessment as discussed

Assessment should be made of new proposed developments to current estates and the impact on shared services like roads, transport access and shared open spaces

Importance should be allocated to the funding set aside for servicing new developments and rezoning should not be proposed until there is sufficient funding in place for newly zoned areas

If Confey development is stated as a phase 2 development, current plan should be short term until core strategy reviewed

All bridges that need to be rebuilt and repurposed e.g. Cope bridge with the electrification of the railway line at Confey and Louisa bridge stations in Leixlip a determining factor, development timings need to be set with a degree of certainty as to when these projects are due to be delivered and the costings and any delay to the roll out of the electrification process in mind.

What are the timelines for a Strategic Flood Risk Assessment (SFRA) to identify flood risk management options for the Confey Area to inform the preparation of the masterplan for these lands