

Chief Executive's Report on submissions/observations received on the Leixlip Draft Local Area Plan 2020-2026



Appendix 1: Summary of Submissions/Observations

Table 1.1 The issues raised in the 495 submissions/observations received

Sub. No.	Name	Summary of Submission
1	Office of the Planning Regulator	<p>The submission from the Office of the Planning Regulator ('OPR') acknowledges the Planning Authority's extensive work in undertaking the necessary background research and analysis and preparing and publishing the written statement and maps contained in the Draft Local Area Plan (LAP) for Leixlip.</p> <p>The submission notes that as the preparation of the draft LAP pre-dates the establishment of the OPR and the Office is developing an overall assessment methodology for statutory plans, the submission below has been prepared to provide a high-level input to the statutory plan procedure.</p> <p>Consistency with the Hierarchy of Statutory Plans</p> <ul style="list-style-type: none"> • The submission states that the statutory observations and recommendations from the OPR are aimed at ensuring broad policy consistency between national, regional and local levels of the statutory planning policy hierarchy. • Submission notes that the Draft LAP was published in advance of the finalisation of the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Regional Assembly area which must further articulate the national policies and objectives of the National Planning Framework (NPF) at a regional level under the Planning Act. • The current CDP must be reviewed in order to ensure consistency with the NPF/RSES and the appropriate statutory planning procedures must be observed as necessary, whether the outcome of that review concludes that either a variation or the preparation of a new county development plan is required. In turn, the varied or reviewed county development plan will prompt similar reviews of LAPs to ensure their consistency with the varied or new county development plan. • Having regard to the above the submission states that the written statement of the draft Leixlip LAP should contain an objective that makes it clear that the LAP will be subject to review in the context of the next iteration of the County Development Plan and should cover the 2020-23 period only so as to ensure that it is programmed for review in a satisfactory and timely manner. <p>Recommendation 1: The Office recommends that your authority inserts a written objective into Draft Leixlip</p>

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		<p>Local Area Plan specifying that it is for the 2019-23 period only and will be subject to a review procedure subsequent to the amended/reviewed Kildare CDP that has been assessed for consistency with the Eastern and Midlands RSES.</p> <p>CDP Core Strategy and Proposed Residential Zonings</p> <ul style="list-style-type: none"> • Table 4-1 of the Draft LAP indicates zoned lands with an overall potential for 3,315 housing units to be delivered in Leixlip which conforms to the core strategy provisions with regard to population and housing for Leixlip in the Kildare County Development Plan 2017-23. • However, the Office also notes that as of March 2019, an estimated 148 new homes were substantially completed in Leixlip since 2016, highlighting a significant divergence between actual housing delivery and the CDP core strategy intended growth for the town. • As noted in Table 12-1 of the Draft LAP, there are significant constraints on the development of new housing areas identified including transport and wastewater network infrastructure deficiencies. The phased development of the Confey lands is also noted (per Appendix A). • In light of the imminent assessment of the CDP for consistency with the RSES and the truncated timescale for the LAP specified above, it is considered that the phasing of new development should be more clearly identified in the LAP. • The infrastructural assessment of the LAP should be utilized to clearly identify the spatial areas intended to develop initially within the LAP as well as areas where development may have to be programmed for a subsequent period pending the resolution of particular infrastructural deficiencies in order to ensure that the leveraging of existing infrastructure to support new housing will be maximized. <p>Recommendation 2: The Office recommends that your authority includes objectives for appropriate phased development of new or future development areas, with the areas located closest to the town centre and or with infrastructure capacity identified for the first phases, and areas that will require the resolution of particular infrastructural constraints identified for development phases in the medium or longer term.</p> <ul style="list-style-type: none"> • The submission concludes by requesting that the Council address the specific recommendations (which the

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		<p>submission notes are made in the context of the provisions of Section 31AO(3)(a) of the Act) in order to ensure that the Draft LAP is consistent with relevant national policy obligations, guidelines and legislative requirements.</p> <ul style="list-style-type: none"> In addition, the Office advises that where the Planning Authority decides not to comply with a recommendation of the Office or otherwise makes the plan in such a manner as to be inconsistent with any recommendations made by the Office, then the Chief Executive shall inform the Office and give reasons for the decision of the Planning Authority. Such notice enables the Office to consider the matter further as regards the making of any recommendations to the Minister in relation to any Directions that may be required under Sections 31AO and 31AP.
2	National Transport Authority	<p>The National Transport Authority (NTA) has reviewed the Draft LAP and makes the following comments:</p> <p>Chapter 8 Movement and Transport</p> <p><i>In relation to Section 8.2 Public Transport Rail</i></p> <ul style="list-style-type: none"> The NTA supports the inclusion of Objective MT2.6 'To liaise with the National Transport Authority (NTA) and Irish Rail to consider the provision of a new railway station at Collinstown'. The NTA is the body responsible for the provision of a long-term strategic planning framework for the integrated development of transport infrastructure and services in the Greater Dublin Area (GDA) in the form of the Transport Strategy for the GDA which includes the provision of any new train stations. In relation to this, Section 5.2.5 of the Transport Strategy states that 'a number of additional stations will be added to the network in developing areas which have sufficient level of demand to support the provision of a train station. Exact locations will be determined at the relevant time...' <p><i>Park and Ride</i></p> <ul style="list-style-type: none"> It is noted that Objective MT2.4 refers to 'park and ride facilities' however no specifics are provided as to the potential location or purpose (strategic or local) of any park and ride facilities within the plan area. It is the view of the NTA that clarification should be provided within the LAP in relation to this and that specific Objectives for park and ride in Leixlip should be included. In this regard it should be noted that The Transport Strategy provides for the development of a strategic network of rail-based park and ride facilities at appropriate points across the GDA - the potential for such should be considered in the context of any proposals to provide a new railway station at Collinstown. The ability to facilitate park and ride should be

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		<p>included in the Zoning for the lands at Collinstown and Section 13 of the Draft LAP 'Land Use Zoning Objectives' should also be amended to reflect this. Park and Ride facilities should be provided in line with the principles set out the Section 5.10 of the NTA's Transport Strategy (for GDA).</p> <p><i>Bus</i></p> <ul style="list-style-type: none"> Objective MT2.7 proposes specific changes to existing bus routes and services as also put forward in the accompanying Leixlip Strategic Transport Assessment Technical Summary. The NTA is responsible for decisions regarding the provision and regulation of bus services and, as such, is of the view that such specifics should not be included in LAP Objectives and that a more high-level objective would be appropriate. The NTA feels that the draft LAP would benefit from including specific reference to the Bus Connects programme and the need to support and facilitate this in one of the LAP Objectives. <p><u>Recommendations</u></p> <p>It is recommended that the following amendments are made to the public transport Objectives:</p> <p>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 bays, turning and parking areas; <i>'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.'</i></p> <p>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 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. <i>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.'</i></p> <p>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.</p> <p>MT2.6 To liaise with the National Transport Authority (NTA) and Irish Rail to consider the provision of a</p>

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		<p>new railway station at Collinstown.</p> <p>MT2.7 To liaise with the National Transport Authority (NTA) to investigate the feasibility the rerouting of the No.66 Bus service via Green Lane, or other similar measure, and provide a high frequency bus service the residents of the Green lane and Easton Road Area.</p> <p>It is also recommended that the following new Objectives are included:</p> <p>MT2.9 'To consider the potential for local park and ride facilities in line with the principles set out in Section 5.10 of the Transport Strategy for the Greater Dublin Area 2016-2035.'</p> <p>MT2.10 '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.'</p> <p>It is also recommended that Section 13 of the Draft LAP, 'Landuse Zoning Objectives', should also be amended to facilitate the development of strategic park and ride on lands at Collinstown.</p> <p><i>In relation to Section 8.3 Road and Street Network</i></p> <p><i>Orbital Movement</i></p> <ul style="list-style-type: none"> The GDA Transport Strategy acknowledges the need to enhance orbital movement outside the M50 C-Ring, between the N3, N4 and N7 national roads, by the widening of existing roads and the development of new road links. Potential alignments are currently being considered by TII and the NTA and should be supported and facilitated in the Draft LAP. It is the view of the NTA that an Objective should be included in the Draft LAP to this end in order to ensure optimum transport arrangements and resilience of routes. Where such road improvements are undertaken they must adhere to the Principles of Road Development as set out in Section 5.8.3 of the Transport Strategy. It is the view of the NTA that an Objective should be included to reflect this. <p><i>Permeability</i></p> <ul style="list-style-type: none"> The NTA supports Objectives that will further promote public transport, walking and cycling as modes of travel for all trip purposes through improved access, permeability and connectivity. In particular those relating to the KDA's and development of lands at Confey and Collinstown including MT3.2, MT3.5, MT3.7

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		<p>and MT3.8 are supported.</p> <p>Transport Assessment</p> <ul style="list-style-type: none"> It is the view of the NTA that significant development proposals should be subject to 'transport assessments' which fully consider all modes of travel, as opposed to 'traffic assessments'. In this regard, Transport Infrastructure Ireland (TII) with the NTA have produced as 'Area Based Transport Assessment Advice Note' which presents a process methodology to local authorities and developers on how best to ensure that transport planning is integrated into the development planning process at a local level. It is the view of the NTA that this advice note should inform the transport assessment of these areas and that Objective MT3.11 should be amended to reflect this. <p><i>Link Road</i></p> <ul style="list-style-type: none"> Proposed Objective MT3.12 is <i>'To investigate the feasibility of a new link road from the Celbridge Road (R404) to the south of the M4 Leixlip/Celbridge Interchange in consultation with TII, NTA and other stakeholders. A feasibility study shall be subject to a Traffic Impact Assessment.'</i> <p>The NTA note this objective and confirm their willingness to work with the local authority with regard to any feasibility study. The rationale and purpose of the proposed link road should be clearly defined and fully considered in the context of the policy and principles set out in the Transport Strategy for the GDA and the DoELCG guidelines on <i>'Spatial Planning and National Roads-Guidelines for Planning Authorities.'</i> Any feasibility study should clearly demonstrate that the proposals comply with the relevant aspects of these documents.</p> <p><u>Recommendations</u></p> <p>It is recommended that MT3.11 is amended as follows: 'To ensure that all significant development proposals for KDAs and lands at Collinstown and Confey are subject to Traffic 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/NTA 2018 to assess the individual and cumulative impact of the planned development in the area on the strategic road network.</p> <p>It is recommended that a new objective is Include a new Objective as follows:</p>

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		<p><i>'MT3.14 To support, in conjunction with TII and the NTA, the need to build resilience between the N3, M4 and N7 national roads and to facilitate the development of preferred alignments so as to ensure optimum transport arrangements and resilience of routes. Any road development should adhere to the Principles of Road Development as set out in Section 5.8.3 of the Transport Strategy'</i></p> <p><i>In relation to Section 8.1 Walking and Cycling</i></p> <ul style="list-style-type: none"> • The NTA supports policies and objectives contained within the draft plan which seeks to promote walking and cycling as modes of travel for all trip purposes including enhanced and/or new cycling and pedestrian facilities. The latter includes facilities which aim to enhance permeability between new developments and existing ones, and within existing development areas themselves, as well as links to public transport facilities. In this regard, The NTA supports Objectives MT1.6-MT1.13. • The Draft Plan provides for the development of 6 new footbridges at various locations throughout the town - the NTA views these as critical in greatly improving the permeability and accessibility of Leixlip and overcoming issues of severance caused by topography. In this regard it is noted that the proposed bridges are referred to as 'pedestrian' or 'footbridges.' In order to support cycling and in the interests of clarity the NTA recommend that text and maps are amended to refer to these as 'Pedestrian/Cycling' bridges. <p><u>Recommendation</u></p> <p>All references to the proposed 'Footbridges' and 'Overpass' should be revised to include cycling - 'Pedestrian/Cycling'.</p> <p>Chapter 12 Key Development Areas, Confey and Collinstown</p> <ul style="list-style-type: none"> • Welcomes the zoning of the identified KDA lands and, in particular, the lands at Confey and is of the view that these generally reflect the core principles of integrated land use and transport planning as set out in Section 7.1 of the Transport Strategy for the GDA 2016-2035 which states the following: <ul style="list-style-type: none"> - <i>'Residential development located proximate to high capacity public transport should be prioritised over development in less accessible locations in the GDA.</i> - <i>'To the extent practicable, residential development should be carried out sequentially, whereby lands which are, or will be, most accessible by walking, cycling and public transport - including infill and</i>

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		<p><i>brownfield sites - are prioritised.'</i></p> <ul style="list-style-type: none"> In particular, the proximity to the town centre in the case of the 'Celbridge Road East KDA' and, proximity to the train station in the case of Confey offer opportunities to consolidate development in locations where local transport needs could be largely met by sustainable means. <p><i>Collinstown Strategic Employment Lands</i></p> <ul style="list-style-type: none"> Section 12.7 of the Draft LAP refers to 'Collinstown Strategic Employment Lands' and sets out a series of 'Design Principles & Priorities' (12.7.3) for the area including an 'Indicative Design Concept' (12.7.3). Included in the Principles is the following: <ul style="list-style-type: none"> <i>'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.'</i> It is the view of the NTA that the 'Leixlip Strategic Transport Assessment' which accompanies the Draft LAP does not 'investigate the possibility of providing an additional train station at Collinstown and a potential park and ride facility at this location in the future' and the potential impact this might have on landuse development in this area both in terms of uses and intensity. Section 8, 'Movement and Transport' of the Draft LAP (8) provides an Objective to <i>'MT2.6 To liaise with the National Transport Authority (NTA) and Irish Rail to consider the provision of a new railway station at Collinstown'</i> as discussed above. The NTA has also recommended that the potential for developing strategic park and ride at Collinstown should be provided for within the LAP. This should be reflected in Section 12.7 of the Plan. In the context of this the NTA is of the view that a Masterplan is required for the area which would give full consideration to the type and intensity of development at Collinstown 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 to work with the NTA in this regard. <p><u>Recommendation</u></p> <p>It is recommended that the following Objective is included:</p> <p><i>'Develop a Masterplan for Collinstown giving full consideration to the type and intensity of development</i></p>

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		<p><i>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 to work with the NTA in this regard.'</i></p> <p><i>In relation to 12.8 Confey</i></p> <ul style="list-style-type: none"> Objective CON1.1- CON1.4 relate to lands at Confey. The NTA supports the Objectives requiring the preparation of a detailed 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 under 1.2 of this report and set out in Objective MT3.11 of the draft plan. The NTA feels that, in the interests of clarity, Objective CON1.1 should be revised to include reference to the transport assessment. <p><u>Recommendation</u></p> <p>It is recommended that Objective CON1.1 is revised as suggested below:</p> <p>'To ensure the future development of the lands identified within the Confey Urban Design Framework are subject to a detailed Masterplan, including a transport assessment, the contents of which shall be agreed in writing with the Planning Department of Kildare County Council.'</p>
3	Transport Infrastructure Ireland (TII)	<p>Managing Exchequer Investment and Statutory Guidance</p> <ul style="list-style-type: none"> Note the objectives regarding the Trans-European Transport Networks (TEN-T) across Europe. The Council will be aware that the M/N4 route is identified as part of the TEN-T Comprehensive Network and is a highly important inter-urban transport corridor; these designations have repercussions and action requirements for policies and objectives to be included in the new LAP. It is of particular importance that policies and objectives are drafted which allow the network of national roads to continue to play the intended strategic role in catering for inter-urban and inter -regional transport requirements that will serve Ireland's economic competitiveness by providing faster, more efficient and safer access to and from our major ports, airports, cities and large towns. There is a critical need to manage these assets in accordance with national policy as outlined in <i>Smarter Travel (DTTAS, 2009)</i> and the provisions of the <i>Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012)</i>. While Section 8.3 states that the Plan acknowledges the importance of accessibility to the strategic road network for major industrial/employment generating facilities in Leixlip, it includes no reference to the DoECLG Guidelines, or to the critical need to safeguard the national road

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		<p>network in the area. TII recommends that this requirement is reflected in the Plan prior to adoption.</p> <ul style="list-style-type: none"> • It is noted that Objective MT3.2(v) includes the objective to support and implement '<i>Capacity enhancements of the M4 mainline and M4 / R449 junction as provided for in the NTAs Transport Strategy for the Greater Dublin Area 2016-2035 and the Draft Regional Spatial and Economic Strategy</i>'. Such an objective does not appear consistent with National Development Plan, NTA Transport Strategy, RSES objectives or the provisions of the DoECLG Spatial Planning and National Roads Guidelines. • In terms of continued investment in the EU Ten-T Network, in the interests of consistency, TII would welcome the appropriate national road scheme objective being referred to as M4 Leixlip to Maynooth consistent with Project Ireland 2040 and the recently adopted RSES. • A separate road improvement proposal included in the NTA Transport Strategy for the Greater Dublin Area, 2016 - 2035, includes proposals to 'Enhance orbital movement, outside of the M50 C-Ring, between the N3, the N4 and N7 national roads, by the widening of existing roads and the development of new road links'. Section 5.8.2 of the NTA Strategy refers. In that regard, TII has recently prepared a technical report assessing M50 resilience between M50 J6 and J7. A variety of potential link routes have been identified that have the potential to act as a diversion route to the M50 and therefore enhance its resilience between MS0 junction 6 and 7. • The potential routes identified are the alternative options available and a number of the options have tie -in locations at either M4 Junction 5 or Junction 6 and may necessitate additional river crossings. TII would welcome consideration by the Council of the alternative potential routes identified when finalising the LAP and request that provision is made within the text of the plan identifying the potential requirement for additional river crossings to give effect to the provisions of the NTA Strategy. • Reference could also be made to national road network resilience and the related NTA Strategy provisions within the text of the LAP prior to adoption. TII is available for consultation in relation to this matter. <p>Specific Development Objectives/Proposals</p> <ul style="list-style-type: none"> • TII acknowledges the Draft LAP Core Strategy Objective to facilitate sustainable intensification in the town centre and in established residential areas and welcomes this approach to consolidation of the

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		<p>existing built up areas.</p> <ul style="list-style-type: none"> • Notes the designated ‘significant areas are identified with zoning objectives’, including <ul style="list-style-type: none"> - The Leixlip Gate KDA - Enterprise and Employment zoning designation at Collinstown (identified for longer term development) - Proposals related to the redevelopment of the Hewlett Packard site - Confey UDF (identified for longer term development). • The Draft LAP requires that development proposals related to the key development areas identified at Confey and at Collinstown are both subject to further detailed analysis; <ul style="list-style-type: none"> - An overall Design Framework agreed with the Planning Authority for the lands at Collinstown - A detailed Masterplan, the contents to be agreed with the Planning Authority for the lands at Confey. • As outlined in previous submissions on the lands concerned, it is noted that the proposed design framework proposal and masterplan objective outlined in the Draft LAP provide for no statutory consultation with stakeholders. However, the DoECLG Spatial Planning and National Roads Guidelines require that planning authorities must ensure that they consult with the NRA (now TII) in preparing any local area plans or other non-statutory plans where there may be material implications for national roads. • Also, the DoECLG Sustainable Residential Development in Urban Areas Guidelines advise that if it is intended to use non- statutory documents for development management, planning authorities should incorporate them in the development plan or local area plan for the area by way of variation and where possible, public consultation should be integrated into the preparation on non-statutory frameworks. • TII would welcome continued consultation and collaboration with the planning authority in the development of proposals relating to Collinstown and Confey. • Acknowledges and welcomes that the relevant objectives for Collinstown and Confey areas, in accordance with the provisions of Objective MT3.II, require that significant development proposals are subject to Traffic Impact Assessment. Similarly, Section 12.4 requires the submission of a TTA for the

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		<p>Leixlip Gate KDA</p> <ul style="list-style-type: none"> Acknowledges LAP was informed by the preparation of a Strategic Transport Assessment (STA). Recommends that both the Design Framework for the lands at Collinstown and the detailed Masterplan for the lands at Confey would be subject to Transport Assessment to assess the cumulative transportation impact of the lands concerned. The preparation of more detailed analysis will assist in developing a robust development framework, including mitigation, phasing and funding requirements, facilitating the future development of Leixlip complementary to safeguarding the strategic function of the national road network and associated junctions. This is also particularly relevant when considered in the context of LAP objectives related to the Hewlett Packard site and KDAs all in the vicinity of the M4. Careful consideration will need to be given to the future development of the Hewlett Packard site and development proposals will need to be subject to appropriate transportation assessment. TII would welcome this requirement reflected in the text of Section 6.1 and Section 6.2.1 of the Draft Plan where the Hewlett Packard site is discussed. <p>Other Specific Objectives</p> <ul style="list-style-type: none"> Section 8 includes a number of specific transport related objectives (MT3.12, MT3.13, MTI.11) with potential implications for the adjoining M4 and associated junctions; As outlined in the Authority's submission on the Draft Kildare CDP in relation to road projects that have potential implications for the national road network but are not schemes promoted by TII, the Authority acknowledges that it is beneficial to identify such schemes that are proposed to be delivered at a local/regional level within the term of the Plan. However, the Council should be aware that TII may not be responsible for financing such additional projects. In addition, such projects should be developed by the Council to complement the strategic function of the national road network and should not undermine or compromise this function. TII welcomes that the Draft CDP included the provision that consultation with TII will occur and it is requested that this is also reflected in each of the relevant objectives of the LAP in the interests of consistency. <p>General Objectives</p> <ul style="list-style-type: none"> Recommends that consideration is given to including the requirements of Chapter 3 of the DoECLG Spatial Planning and National Roads Guidelines into the Local Area Plan concerning specific objectives

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		<p>relating to Traffic and Transport Assessment, Road Safety Audit, Environmental Standards and Signage requirements, etc. where there may be implications for the strategic national road network. It is acknowledged that Section 7.3 addresses noise implications and the design of residential schemes in close proximity to heavily trafficked national roads.</p> <p>Future Consultation</p> <ul style="list-style-type: none"> • TII would welcome consultation and collaboration with the planning authority in the development of proposals relating to Collinstown and Confey and in related to specific road schemes identified above. • Notes the Draft LAP includes Objective MT3.4 to support the development of a North East Kildare Strategic Land Use and Transportation Study, TII would welcome consultation on this Study where there may be implications for the strategic national road network in the area.
4	Department of Education and Skills	<ul style="list-style-type: none"> • Welcomes the provision of schools sites as referenced at 7.4.2. (Page 42) and in Table 7.1 of the Plan. • Based on the Department's engagement with KCC to date and the consideration of the Draft Plan it is anticipated that a requirement for up to 2 primary schools and 1 post-primary school may emerge over the lifetime of the Plan, should the population increases materialise. • The Department commits itself to working closely with KCC in relation to the provision of new schools and emphasises the critical importance of the ongoing work of the Council in ensuring sufficient and appropriate land is zoned for this purpose.
5	Office of Public Works (OPW)	<ul style="list-style-type: none"> • States that a National Preliminary Flood Risk Assessment (PFRA) was carried out in 2010 for the purpose of initial assessment of areas of potentially significant flood risk. Leixlip was assessed as part of this PFRA and designated a Flood Risk Index of 27157 indicating a degree of flood risk in the area. • Leixlip Area for Further Assessment (AFA) was examined as part of the Eastern Catchment Flood Risk Assessment and Management (CFRAM) Study. • Notes that a scheme was initiated and completed between 2007 and 2010 along the Rye Water and Silleachain River providing protection to the 1% AEP event for 50 properties in the area. There are plans to progress further works to augment the existing scheme in the areas near Confey Community College and on the Main Street in conjunction with KCC. • OPW acknowledges that the existing zoning designations will remain unchanged for the sites outlined below with commitment given in the Strategic Flood Risk Assessment (SFRA) to undertake Site Specific Flood Risk

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		<p>Assessment (SSFRA) to an appropriate level of detail and for each site to pass the appropriate justification test should further development of any of these sites be warranted in the future:</p> <ul style="list-style-type: none"> – Confey Community College – Rye River Apartments and Ryevale – Rye River Grove and Rye River Park – Main Street / Town Centre Regeneration – Mill Lane – Leixlip Wastewater Treatment Plant <p>Confey Urban Design Framework (UDF)</p> <ul style="list-style-type: none"> • A portion of the Confey UDF area which is proposed for substantial development has a history of flooding. • The OPW notes that there is a constrained channel (Silleachain River) within the area for which indicative flood depths up to 0.6m in the 0.1% AEP have been shown in previous assessment. Due to the scale of the proposed development (80 Hectares) it is imperative that a concise assessment be carried out in the area to adequately inform sequential and sustainable development of the area. Accordingly further consideration should note: • Confey is outside of the Leixlip AFA boundary assessed as part of the CFRAM so while the catchment was assessed from a hydrological perspective, no flood risk management options were developed for the Confey Area. • The current SFRA undertaken appears to only address a portion of the Confey area for flood risk. This area may need to be expanded to ensure any issues are assessed and mitigated further upstream and that there is no adverse impact on existing properties upstream. • It should be demonstrated that the development of this land will not create an adverse impact on those downstream between the proposed Confey UDF area and the confluence with the River Liffey. • The capability of the existing culvert network in the Mill Lane area should be assessed to ensure not adverse impact on the area. The culvert network at Mill Lane was upgraded in 2015 but the hydraulic model may require upgrading and verification that the capacity is adequate for the proposed new developments. • Notes that any new bridges or bridge modifications as part of the works in the area will require Section 50 approval for the OPW under the 1945 Arterial Drainage Act.

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		<ul style="list-style-type: none"> To conclude it recognises that a balanced view of land use and flood risk should be taken, it considers that such an approach can be achieved in full compliance with the Guidelines.
6	Health Service Executive (HSE)	<ul style="list-style-type: none"> Submission made under the remit of Healthy Ireland and relevant health strategies, to incorporate health actions on the spatial and built environment: <p>Healthy Ireland in the Health Services – National Implementation Plan</p> <ul style="list-style-type: none"> Key action – ensure that each programme is supported by a network of partner organisations, including the community and voluntary sector, academia and professional bodies; The Plan should strategically aim to support community involvement in the development of health services and Healthy Ireland Initiatives; <p>Tobacco Free Ireland</p> <ul style="list-style-type: none"> Implement Tobacco free playgrounds initiative. <p>Healthy Ireland: Get Ireland Active – National Physical Activity Plan for Ireland</p> <ul style="list-style-type: none"> HSE welcomes the provision and promotion of cycle and pedestrian paths in the Plan. Plans for Nursing Homes or Residential Care Facilities should include proposals for gardens and recreational activities. Physical activity should be incorporated into long term care planning and practice. <p>Healthy Ireland – A Healthy Weight for Ireland</p> <ul style="list-style-type: none"> Almost 63% of population falls within 0-45 age category; Develop the built environment to support reducing the obesogenic environment, make healthy choice the easy choice; Support community based initiatives: <ul style="list-style-type: none"> Promote the benefits of healthy eating, physical activity and non-sedentary behaviour; Improve availability of and access to healthier food choices; Create environment to promote/encourage active living including active travel and access to recreational spaces; Support opportunities for increasing physical activity levels generally in the community through Local Sports Partnerships and supporting initiatives e.g. Park Run; Facilitate community gardens through identifying and releasing suitable publicly own lands.

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		<p>The National Positive Ageing Strategy</p> <ul style="list-style-type: none"> • The submission states that the key aim for older people is to ensure they live in well-maintained, affordable, safe and secure homes, which are suitable to their physical and social needs; • The submission states that the Plan should ensure: <ul style="list-style-type: none"> – Age-friendly public transport. – Public transport links to major health facilities and personal social services; – Design and develop age friendly public spaces, transport and buildings; – Design age friendly environments. – Carry out an assessment of housing need and provision and consider all housing options in development (i.e. social housing, sheltered housing, retirement villages); – Implement Older People Remaining at Home (OPRAH) Strategy. – Promote lifetime adaptable housing design and the use of assistive technologies. – Promote access (in terms of affordability, transport availability, accessibility of venue) to a wide range of opportunities for continued learning and education for older people. – Promote the concept of active citizenship and the value of volunteering, and encourage people of all ages to become more involved in and to contribute to their own communities. • The submission notes the objective in the Plan that require an appropriate mix of housing type, tenure, density and size is provided in all new residential areas to meet the needs of the population including the provision of appropriate supported housing and longer term residential care solutions designed for older people. <p>Time to move on from congregated settings – A Strategy for Community Inclusion</p> <ul style="list-style-type: none"> • A strategic aim of the LAP should be to promote and improve community inclusion of people with disabilities. • Facilitate their engagements as stakeholders. • Focus on meeting the housing and accommodation needs of people with disabilities, through purchasing housing, new build housing, leased housing or rented housing. • A local re-housing plan should be prepared and jointly co-ordinated with the HSE.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • The Local Authority should give consideration to reserving a certain proportion of dwellings for people with disabilities. • Supports for people with disabilities to live in their own homes in the community through grants. • Support people with disabilities to access employment, education opportunities and mainstream community services. <p>Sustainable Development</p> <ul style="list-style-type: none"> • Developments to be designed to reduce carbon footprint. • HSE welcomes the environmental friendly proposals outlined in the plan; integration of public transport infrastructure, building typologies that minimise use of energy, SuDS and integration and utilisation of open space. • Take account 'Our Sustainable Future - A Framework for Sustainable Development. <p>Energy</p> <ul style="list-style-type: none"> • Energy efficient design into projects. • Energy management programme for all public buildings. • The LA should deliver new skill sets in green procurement, carbon accounting, carbon management and energy management. • Local Authority should support a Better Energy Communities Scheme. <p>Transport and Smarter Travel Policy</p> <ul style="list-style-type: none"> • Specify number of maximum permitted car parking for commercial sites, with suitable public transport and walking distance of amenities. • Development above a certain scale; travel plans. • Adoption of flexible working policies. • Encourage e-working. • Schools should have school travel plans to encourage alternatives to car. • Measures to improve punctuality and reliability of bus services. • Improve bus shelters. • Review school transport service, the current distance eligibility criteria, where it is not feasible to provide

Sub. No.	Name	Summary of Submission
		<p>safe walkways and/or cycle paths.</p> <ul style="list-style-type: none"> • Provide secure bike parking and showers in public authorities. • Traffic signals to favour pedestrians. • Widen footpaths where high pedestrian flows and clear footpath of unnecessary street furniture; • Signpost pedestrian routes to important urban destinations. • Provide green, safe and enticing pedestrian routes. • Support private and public sector initiatives to establish car club schemes and provide on-road parking spaces to be designated for car clubs through appropriate signage. <p>National Cycle Policy Framework</p> <ul style="list-style-type: none"> • Notes objective of the Plan to promote enhanced permeability for pedestrians and cyclists within the urban environment including providing improved connectivity across the Rye River, Royal Canal, and Railway line with enhanced links with Maynooth, Celbridge and Dublin. • Take measures to reduce volumes of through traffic, especially HGVs, in town centres and especially in the vicinity of schools and colleges. • Introduce traffic calming measures/enforce low traffic speeds in urban areas. • Surfaces for cycling maintained to a high standard. • Secure cycling parking at all destinations. • Aim to integrate cycling and public transport. • Ensure road infrastructure to be cyclist friendly. • Link up all existing cycle lanes. • HSE welcomes the proposals to improve, maintain and enhance certain routes for use by both pedestrians and cyclists and in particular the proposal to facilitate and support the implementation of the Royal Canal Way / North Kildare Cycleway through Leixlip. <p>Waste – A Resource Opportunity – Waste Management Policy in Ireland</p> <ul style="list-style-type: none"> • The submission states the Plan should implement the waste hierarchy set out in the waste framework directive. • Landfill should be a last resort.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Expand and implement waste prevention measures. • A reuse policy should be developed in consultation with the national procurement service to ensure consideration of reuse options before embarking on the purchase of new goods. • Easily accessible public recycling bins for public areas. • Food reduction initiatives and incentives for homes and businesses. <p>Water</p> <ul style="list-style-type: none"> • Submission makes reference to compliance with the European Communities (Drinking Water) Regulations 2014. <p>Biodiversity</p> <ul style="list-style-type: none"> • The Plan should aim to develop a Local Biodiversity Action Plan and refers to a website for guidelines. • Opportunities for green infrastructure should be explored and integrated into the design of public areas. • Existing green areas should be preserved. • Opportunities for promoting physical activity, promoting biodiversity and meeting the needs of the elderly and people with disabilities should also be considered in the design of public areas. • The HSE notes the policies to protect, reinforce and strengthen the Green Infrastructure in Leixlip and to strengthen links to the wider regional network. <p>Environmental Noise</p> <ul style="list-style-type: none"> • Noise is a cause of ill health. • The submission states that noise should be considered in the context of a range of land uses; roads, railways. Industry recreational activities, noise sensitive properties, mixed use, public houses, night clubs, industrial operations. • The Plan should map noise. <p>Air quality</p> <ul style="list-style-type: none"> • In terms of air quality the actions recommended by the HSE that the plan should have an aim to reduce polluting emissions in to the area and increase air quality in Leixlip by: <ul style="list-style-type: none"> – participating in national air quality monitoring programmes where possible – working to develop and promote the Air Quality Index for Health and Local Air Quality Management

Sub. No.	Name	Summary of Submission
		<p>Plans to identify pollution 'hot spots'</p> <ul style="list-style-type: none"> – Aiming to reduce pollution through local action on emissions.
7	Irish Water	<ul style="list-style-type: none"> • Notes that the increase from 2.4 up to 2.78 in the unit occupancy rate may see the total population of Leixlip rise from 15,504 in 2016 to 24,443 during the period of this plan. • As developments progress Irish Water (IW) will have to model the required demand (for both water and wastewater) against the latest network demands to ascertain local network upgrade requirements. • New connections may be assigned on a '<i>first come, first served</i>' basis until any necessary capital works are completed. • IW will then assess and review the local network to develop solutions/options for development proposals. (The submission notes that this is acknowledged in the Infrastructure Assessment of the Plan) • Notes that in line with IW and the RSES the Water Supply Project for the East and Midlands Region is the key to securing a robust water supply for the Eastern and Midlands Region in the longer term. • Draws the KCCs attention to a number of pipelines traversing and adjacent to some of the proposed sites for development. • IW requests engagement at design stage to ensure no conflicts with IW infrastructure and that adequate protection and access to existing infrastructure is maintained at all times. • In addition, at the planning application stage any proposals to built or divert existing water or wastewater services shall be submitted to IW prior to the works commencing. Provides email address and link to webpage for such queries to be sent to. • Suggests that addition of an extra paragraph to section 9.1 Infrastructure in relation to IW's National Water Resources Plan (NWRP) which is due to be completed before the end of the year. The NWRP will set out how balance the supply and demand for drinking water over the short, medium and long term. The suggested text below could be inserted after paragraph 1. <i>The National Water Resources Plan:</i> <i>'Irish Water is preparing for the future by development the National Water Resources Plan (NWRP). This strategic plan for water services will outline how we move 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</i>

Sub. No.	Name	Summary of Submission
		<p><i>and the demand for drinking water over the short, medium and long-term. This will allow preparation for the future and ensure the provision of sufficient safe, clean drinking water to facilitate the social and economic growth of our country. Kildare County Council will work with and support Irish Water in delivering the NWRP.'</i></p>
8	Cllr. Íde Cussen	<p>Chapter - 4 Core Strategy</p> <ul style="list-style-type: none"> • To remove KDA Celbridge Road East. This KDA was removed in previous draft LAPs for Leixlip. • 4.4 Economic, Retail and Social Infrastructure Capacity • Employment: "The Land at Collinstown as a strategic location for a future Business Campus with Business and Technology uses". There is an inconsistency with the description of these land uses: Business; Business & Technology; while at the same time on Page 20 the Core Strategy Concept Map has Collinstown Business Campus and a further Liffey Park Technology Campus. <p>Chapter 5 - Town Centre and Retailing</p> <p><i>5.1 Town Centre</i></p> <ul style="list-style-type: none"> • Amend Objective UCR1.4 To encourage and facilitate funding for Access improvements to businesses in Town Centre where an eligible application to made for same to Kildare Co Council via the Shop Front Scheme. • Add Objective UCRO1.5 To seek recognition for Leixlip Town as a Heritage town and promote it as such with regard to Tourism, cultural recreation and living. <p><i>5.3 Town Centre Regeneration</i></p> <ul style="list-style-type: none"> • 5.3.1 North main Street Backlands Regeneration Support a mix of residential/retail and commercial uses. Suitable housing for older persons in town centre is required and this development provides this opportunity. All proposed permeability to existing areas to be put out to public consultation. Car parking improvements are welcome within this proposed development. <p><i>5.4 Town Centre Public Realm</i></p> <ul style="list-style-type: none"> • Ralph Square proposed improvements represent an opportunity for regeneration and this is welcomed. <p><i>Shopfronts and Advertising</i></p> <ul style="list-style-type: none"> • Suggest that measures be put in place to encourage owners of premises on Main Street to use the Irish Language when re-doing their Shopfronts. Also, that any communication from KCC be amended to include

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		<p>encouraged use of the Irish Language.</p> <ul style="list-style-type: none"> Chapter 15 15.3.2 Shopfronts – County Development Plan 2017-2023. The use of Irish Language signage will be encouraged in the grant scheme. <p>Amend Action: To continue the Kildare County Council Shop Front / Town Centre Improvement Grant Scheme with an expansion of this to include Grant Scheme for Shop Front Accessibility, and assist, where appropriate, with the implementation of the grant scheme. To encourage the use of the Irish Language when re-doing Shopfronts the Shop Front Grant Scheme.</p> <p>Chapter 6 – Enterprise, Economic Development and Tourism</p> <ul style="list-style-type: none"> To add an Objective. EDT3.12 To support and encourage and promote historical linkages with William Francis Roantree Leixlip’s Forgotten Fenian. Bord Fáilte have a plaque at his birthplace in Leixlip Main Street and a historical piece features on “Into Kildare”. All references to William Roantree should read William Francis Roantree within the LAP. <p>Chapter 7 – Housing and Community</p> <p><i>7.4 Social Infrastructure</i></p> <ul style="list-style-type: none"> A Swimming Pool for the Leixlip Area isn’t on the list of Recommendations (7.4.3). A designated appropriate public site and objective to pursue a swimming pool for Leixlip must be within the Plan. A Primary Care Centre that is a proper Primary Care Centre, not a glorified GP surgery, is urgently required for Leixlip. This must provide all the professional services supplementary to medicine, specialist clinic units, diagnostics, chiropodist, school dental scheme etc. Playing fields for local clubs could be designated within the lands at Wonderful Barn. <p>Chapter 8 – Movement and Transport</p> <p><i>Ref: County Development Plan RE: PERMEABILITY</i></p> <p><i>Chapter 15 - 15.8.1 Permeability</i></p> <ul style="list-style-type: none"> Permeability through existing housing estates shall be subject to local public consultation. All permeability “arrows” “indicative lines” be removed from proposed KDA maps and proposed developments and that Objective Chapter 15, 15.8.1 of the CDP be adhered to in the event of any future

Sub. No.	Name	Summary of Submission
		<p>development requesting permeability which would affect existing housing estates. Planning SPC to prepare Guidelines for Permeability.</p> <ul style="list-style-type: none"> • Amend proposed New Policy MT1: It is the policy of the Council..... Include “Permeability through existing housing estates shall be subject to local public consultation”. • Amend MT1.5 - To examine the feasibility.... subject to public consultation in each instance. <p><i>Movement and Transport</i></p> <ul style="list-style-type: none"> • To engage with the NTA, Dublin Bus, Irish Rail, Local Link and all other stakeholders to improve the provision of public transport in Leixlip to ensure improvements to services while awaiting the overall implementation of Bus Connects Project. • To consider the landscaping requirements of existing and new transport networks by the planting of native species, where appropriate and to minimise the removal of existing hedgerow and mature trees in the construction of these networks. <p>Chapter 9 – Infrastructure and Environmental Services</p> <ul style="list-style-type: none"> • 9.3 flood risk management - In the context of Climate Change adaptation and mitigation that the precautionary principle be applied to any zonings where there is flood risk and de-zoning or not zoning be the preferred model. <p>Chapter 10 – Built Heritage</p> <ul style="list-style-type: none"> • 33 Main St, the birthplace of William Francis Roantree, to be added to the Record of Protected Structures. • A Statement of Character for the Leixlip Architectural Conservation Area (ACA) must be urgently prepared in order to ensure that the ACA Policy is adhered to. <p>Chapter 11 – Heritage, Green Infrastructure & Strategic Open Spaces</p> <ul style="list-style-type: none"> • Add a new Objective G11.10: It is the policy of Kildare Co Council to preserve intact St. Catherine’s Park, to continue to develop its amenities and to protect it in its entirety. <p>Chapter 12 – KDAs and Masterplan Areas</p> <ul style="list-style-type: none"> • Remove “New Residential” zoning from KDA Celbridge Road East <p>KDA Leixlip Gate</p> <ul style="list-style-type: none"> • Delete “High quality.... buildings 3-4 storeys may be provided at the roundabout junction of the R449 and Green Lane along the perimeter with R449”.

Sub. No.	Name	Summary of Submission
		<p>Confey</p> <ul style="list-style-type: none"> Phasing, page 28 of Draft Urban Design Framework Phase 1 – 536 units. Phase 2 cannot commence development until.... The upgrade/replacement of Cope Bridge. That is too many units before Cope Bridge replacement/upgrade takes place. The Confey GAA clubhouse and grounds to remain in their current location and to make extra provision for additional paying pitches.
9	Cllr. Bernard Caldwell	<p>Welcomes the Draft LAP and looks forward to working with the residents and Kildare Co Council and fellow Councillors in delivering a Local Area Plan that will deliver housing, retail and social infrastructure ensuring that Leixlip is a place for all our residents to live, work and socialise in.</p> <p>Housing for Older People</p> <ul style="list-style-type: none"> Notes and welcomes the proposed infill for Housing for Older People at the old ESB site which will meet the needs of older people and people with disabilities. <p>Amenity Land for Sports</p> <ul style="list-style-type: none"> Notes that MU Barnhall Rugby Football Club no longer has the use of lands adjacent to their Club. The Amenity Lands at Wonderful Barn would provide suitable sports fields. Requests that the LAP have an Objective to provide communal sports fields for the utilisation of sports clubs in the area to include adequate sports fields for MU Barnhall Rugby Football Club. <p>Ralph Square</p> <p>Upgrades to Ralph Square are welcomed as this has been requested many times over the past years.</p> <p>Collinstown</p> <ul style="list-style-type: none"> States that the lands at Collinstown are strategically located and have the potential to facilitate business, retail, recreational and some small amount of suitable residential units – a mixed character area. Notes that there is a conflict in the description that identifies these lands throughout the document. It is called Business in parts of document and Business and Technology in other parts of document. <p>Social Infrastructure</p> <ul style="list-style-type: none"> Notes the Social Infrastructure audit. States a Public Realm Plan and Health Check need to be carried out and all of these to be connected in the delivery of this Local Area Plan. There is no Swimming Pool site ring-fenced for Leixlip. The Leixlip LAP must have an Objective to work to

Sub. No.	Name	Summary of Submission
		<p>deliver a Swimming Pool for Leixlip.</p> <p>Primary Care Centre</p> <ul style="list-style-type: none"> • A suitable site for a Primary Care Centre must be designated. The Primary Care Centre must be one that provides a range of diagnostic and treatment services not just be one that only has a GP and Dental services within it. <p>Walking and Cycling / Permeability</p> <ul style="list-style-type: none"> • All proposed permeability to existing housing estates must go to public consultation. Kildare Co Council Planning SPC Guidelines for Permeability must be agreed and then adhered to. <p>Bus Connects</p> <ul style="list-style-type: none"> • Notes that the NTA will need to deliver improved bus services to Leixlip in advance of Bus Connects as this Project isn't nearing completion yet. <p>KDA - Celbridge Road East</p> <ul style="list-style-type: none"> • This KDA was removed in the previous Draft Leixlip LAP and should be totally removed from this Draft Leixlip Area Plan. <p>Confey</p> <ul style="list-style-type: none"> • Wishes to retain the Confey GAA clubhouse and grounds in their current location and to make extra provision for additional paying pitches. • To remove the indicative pedestrian/cycling bridges to Riverforest and Glendale Meadows from the new development areas. • A detailed design and a sufficient bond for provision of the upgrade/replacement of Cope Bridge must be in place prior to any development in the Confey Urban Design Framework. <p>Riverforest</p> <ul style="list-style-type: none"> • Traffic improvement measures to be put in place at the entrance to Riverforest and at Glendale prior to any development in the Confey Urban Design Framework.
10	Catherine Murphy TD	<p>The submission notes the existing planning context including the following:</p> <ul style="list-style-type: none"> • The provisions of the County Development Plan regarding the allocation of approximately one third of the County's housing growth to be allocated to the towns of Celbridge, Leixlip, Maynooth and Kilcock with the latter designated to accommodate 5% and Leixlip allocated 10% (or 3,315 housing units).

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		<ul style="list-style-type: none"> • The replacement of the NSS by the NPF and the key provisions of the NPF including the confirmation of 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 • States that 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. • Notes that the delivery of such an amount of units is a huge challenge due to significant geographical constraints which include; County Boundaries, 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 10% allocation was initially a paper exercise without really considering how developing this number of housing units could be achieved. • Provides a table listing the population of Leixlip based on census results between 1971 - 2016. • Draft Plan provides for up to 60% growth over a ten year period, some of which is in locations with severe infrastructural deficits and has concerns that it could reduce the quality of life for residents in the area. • The plan proposes significant rezoning for housing development to accommodate an additional population of 4,252 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 meaning that the quantum of land identified as needed, together with the existing population, could in fact be in excess of 24,000. • The CSO projects a population increase in the Mid East Region of between 78,000 and 144,000 by 2031. In its settlement strategy KCC has provided for 32,497 new housing units. Should the occupancy rate of 2.78 continue that could result in a population in excess of 90,000 before 2031. • While not all land zoned for housing will be developed and some over-zoning is required, the extent of the lands earmarked 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, requiring an amendment to the CDP. <p>Key Features of the LAP</p> <ul style="list-style-type: none"> • Submission notes the 4 identified KDAs, Confey UDF and the envisaged residential capacity on these lands.

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		<p>Also notes the size of the Collinstown Business Campus along with Intel which has received permission for 'major expansion'.</p> <p>KDA Wonderful Barn</p> <ul style="list-style-type: none"> • Notes that construction has already commenced for 450 housing units. • Site includes a public park and allotments. The Wonderful Barn ought to be put into wider use and successful community events have attracted large numbers and the community is of the opinion it should be utilised more effectively. • Notes the potential of the site to Barn to be developed as a visitor centre or shared community use which would require some parking and other facilities which need to be identified in the Plan. • Notes that Wonderful barn is a protected structure and of historical, archaeological and cultural significance to Kildare. Plan should contain objectives to develop a conservation and management plan for the entire Wonderful Barn site. • States that 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. Pitches should be allocated to the Rugby club to develop their community offer. <p><i>Access & Traffic issues</i></p> <ul style="list-style-type: none"> • The Celbridge Road 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 1,000 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

Sub. No.	Name	Summary of Submission
		<p>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.</p> <ul style="list-style-type: none"> • 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 drop-off/collection times and shift changeover at local industries, together with the normal morning and evening peak travel times. • Bus Connects proposals will not be evident until September but require specific consideration including location of bus stops. <p>KDA - Celbridge Road East</p> <ul style="list-style-type: none"> • Proposed new zoning for approx 355 houses with parkland. • Notes that vehicular access opposite the new 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 (includes pictures showing road in and out of Wogansfield). No serious consideration seems to be given to the impact on Wogansfield and Leixlip Park of this traffic. It would be expected that considerable pedestrian traffic would need to be accommodated. There is no room here for a footpath. <p><i>Leixlip Castle/Demesne</i></p> <ul style="list-style-type: none"> • Provides section on historical context of Leixlip Castle (also includes aerial photo of Castle and surrounding demesne). • Notes that Leixlip Castle and Leixlip Demesne are protected in the LAP (pages 66-67) which conflicts with the proposed rezoning. Therefore the Celbridge Road East KDA should be removed from the Leixlip LAP and highlights the difficulty in trying to fit a specific number of homes into the geography of Leixlip with its challenges. If a housing development occurred here it would impact negatively on the Leixlip

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		<p>Castle/Demesne area as the Historic Centre of Leixlip.</p> <ul style="list-style-type: none"> • Notes that the Demesne wall runs to the rear of Leixlip Park and Wogansfield which indicates the boundary of the Demesne. • States that the protection of all structures and the immediate surroundings including the curtilage and attendant grounds of structures contained in the <i>Record of Protected Structures</i> is covered by Policy BH1 on page 68. The development of a housing estate within its boundaries significantly reduces the lands adjoining the Castle. • For the reasons stated above KDA2 should be removed from the Local Area Plan. <p>KDA – Leixlip Gate</p> <ul style="list-style-type: none"> • Notes that Proposed housing units in this KDA 323 homes, instead of the 200 initially proposed in previous plan. Outlines concerns over how the proposed density can be accommodated. • Notes that with regard to adjacent properties the Plan indicates an <i>“intensification or redevelopment of these properties may occur during the lifetime of the plan”</i>. • 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. • States that existing entrance/exit from Easton Road is very deficient and would require significant improvement (provides 2 no. photos showing the existing junction of Easton Road with Leixlip Gate). • Questions how would that occur should development be piecemeal? It is also not earmarked in the plan for junction improvement. Notes that 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. <p>KDA – Black Avenue</p> <ul style="list-style-type: none"> • Includes map of area from 1810 – states that very little has changed in intervening period. • Includes 5 no. photos of the entrance from Mill Lane and along Black Avenue. • Outlines concerns and limitations of the site including the following: <ul style="list-style-type: none"> – Same entrance that uses the Wastewater treatment plant (WwTP) <i>which attracts large volumes of HGV’s which conflicts with those who walk to the park.</i>

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		<ul style="list-style-type: none"> – <i>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.</i> – Notes that 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. – States that achieving the safe new access cannot be done without felling the trees which the LAP seeks to protect. – Notes that the KDA includes a green and safe new access for pedestrian/cyclist and vehicular traffic to St. Catherine’s Park while also facilitating residential development which respects the setting of the subject lands and provides passive surveillance of the adjoining parklands. <ul style="list-style-type: none"> • States issues with the site again shows the limits of the land available for housing in Leixlip and that it is impossible to imagine how this can be justified on planning grounds and it should be removed from the plan. <p>UDF – Confey</p> <ul style="list-style-type: none"> • Notes the geographical and topographical context of Confey and its proximity to the railway station and the plans for electrification of the line, along with the present constrains on traffic at Cope Bridge (includes 2 No. Photos). • Notes the provisions in the plan for 1,340 residential units are proposed in Confey with vehicular access is proposed via an upgraded L1015 together with a new link road provided along the northern extremities of the land. <p><i>St. Catherine’s Park Access</i></p> <ul style="list-style-type: none"> • 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. • Outlines issues and concerns in relation to the Confey UDF including the following: <ul style="list-style-type: none"> – The electrification of the line will require significant alteration to several bridges including Cope

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		<p>Bridge which will be very disruptive.</p> <ul style="list-style-type: none"> – 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. – Existing traffic problems in the Captain’s Hill area (this road cannot be widened). In the absence of road upgrade and bridge improvements at this location further pressure on this route. – 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. – 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?’ <p><i>Captain’s Hill – Cope Bridge</i></p> <ul style="list-style-type: none"> • The most direct route to Confey is by way of Captain’s Hill which serves the existing housing estates. Combined these estates total in excess of 1,500 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 but congested route (particularly at peak times). • Notes that the double tracking and improved services on the Maynooth Line along with the provision of extra railway carriages to arrive in 2020 to deal with congestion on the line. Notes plans for further improvements and states that they will have a lead in time of five years accordingly any phasing proposals must to consider this. <p><i>Parking at Confey Railway Station</i></p> <ul style="list-style-type: none"> • The absence of adequate car parking at Confey Station results in all day parking in the housing estates adjacent to the station. • Deficiency must be catered for in the plan as should the provision of bicycle parking and facilities. While it is

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		<p>desirable that those using trains arrive on foot or cycle that is not always possible and needs to be provided for.</p> <ul style="list-style-type: none"> • The UDF states <i>'Bike Parking Infrastructure Guidance' prepared by the Dublin Cycling Campaign 2017 should be used a reference guide in providing such infrastructure within the Framework lands.</i>" This is 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. • Submission includes a photo of Confey Railway Station Car Park <p><i>Confey GAA</i></p> <ul style="list-style-type: none"> • Notes that 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 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. • Submission includes a photo of Confey GAA grounds <p><i>Riverforest Park – Bridge and proposed Strategic Pedestrian & Cycle Route</i></p> <ul style="list-style-type: none"> • Queries the proposed location for the bridge at Riverforest Park linking the greenway and states that it is impossible to imagine how this would work in reality. • While the greenway is an excellent use of the towpath 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. • Submission includes 2 no. photos of Riverforest Park and area of potential crossing.

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		<p>St. Catherine's Park</p> <ul style="list-style-type: none"> • 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 KCC which 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. 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. • KCC 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. <p>Collinstown Business Campus</p> <ul style="list-style-type: none"> • Notes the provisions in the plan for Collinstown Business Campus. Notes the adjacent – Intel is also located in the Collinstown Area and has current planning permissions for major expansion. • Notes the previous Collinstown LAP which 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”. Planned electrification of the Maynooth line would be an opportunity to ensure this occurs and would benefit the proposed new Business Campus but also movements between adjacent towns. 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. Plans to develop a business campus should include provision of wastewater facilities to this area. • The height of buildings together with designated uses needs to consider this community. Consideration

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		<p>should also be given to how this settlement interacts with the development 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.</p> <ul style="list-style-type: none"> • 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. • The proposed location of the Primary Care Centre here seems curious given the distance from the main population centres. <p>Town Centre</p> <ul style="list-style-type: none"> • The lack of adequate public car parking continues to undermine Leixlip Village and needs to be addressed. • The village core needs to be enhanced, however, some of the measures proposed such as changes to the Main St. 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. <p>Facilities</p> <ul style="list-style-type: none"> • A public swimming pool continues to be a demand; a site within Leixlip Amenities Centre was identified following a comprehensive consultation. This should be included in the LAP. • 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 population growth 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 bring 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. The 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

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		<p>is generated despite the population being sufficiently large to make such facilities viable. In view of the vibrant Arts & Theatre community in the Leixlip / North Kildare Area such an area should be designated particularly given the scale of what is proposed for Leixlip / North Kildare.</p> <p>Mast</p> <ul style="list-style-type: none"> The Telecommunications mast at the former ESB building on Main Street undermines the potential of the site to the rear which is owned by KCC. An alternative location needs to be found for this mast. This should be identified in the context of this LAP. <p>Tourism</p> <ul style="list-style-type: none"> 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. <p>Transport/Movement/Bus Connects</p> <ul style="list-style-type: none"> Notes the changes to the draft bus connects plan will not be available until September. Previous draft included changes to the 66A route which was heavily resisted by the community. Many of the public transport improvements in Leixlip resulted from a major origin and destination survey conducted in the mid 1980's. The survey was collaboration between the then Combined Residents Association of Leixlip and CIE. Notes the upgrades planned on the Maynooth line. Notes capacity constraints within City Centre which will only be fully overcome by the Dart Underground, the provision of which 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 has been piecemeal, 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. 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 providing relief to Lucan while allowing for substantial housing development. The Draft 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. KCC needs to consider earmarking lands to the west of the Hewlett Packard

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		<p>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.</p> <ul style="list-style-type: none"> • 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. <p>Cycle/walking routes identified on the Transport Map</p> <ul style="list-style-type: none"> • Welcomes the use of the Royal Canal towpath as a greenway but important that the greenway accommodates both cyclists and pedestrians. • References the issues with a proposed bridge identified at the large green in the centre of Riverforest Estate, a cycle path through the centre of the green is shown. 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. The residents of these estates need to be actively involved in any changes and there should be a commitment to further consultation. • A further bridge is proposed between Leixlip Amenities Centre to Lough na mona. Securing the Amenities Centre from the Canal to path at night has been problematic such a proposal may result in insurance difficulties for the Amenities Centre. • Regarding 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 with Fingal at both Councillor and Official levels. The proximity to the Leixlip Spa where there is rare fauna and flora need further examination. • 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. <p>Conclusion</p>

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		<ul style="list-style-type: none"> 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 neighbouring authorities.
11	Frank O'Rourke TD and Cllr. Michael Coleman	<p>Confey UDF</p> <ul style="list-style-type: none"> Development Confey due to its size must be accompanied by a Masterplan developed before being zoned residential to satisfy good planning. States that residents of Leixlip are in agreement with residential development in Confey but not at any cost. Infrastructure and services must be delivered in tandem with development and the only way this can be done is through a masterplan as directed by ministerial order. <p>Celbridge Road East KDA</p> <ul style="list-style-type: none"> Historical area must be protected from residential zoning. Development in combination with 450 units under construction at the Wonderful Barn (Barnhall) and the potential tourist attraction of the Wonderful Barn would lead to traffic congestion. Access to the town centre is hampered by the terrain. Weston Airport is only 800 metres from the development. The KDA will be the nearest estate to the Airport. While the Rebuilding Ireland programme is to ramp up house building development this close to an airport is not the answer and would be very unfair to future residents in terms of noise and pollution. <p>St. Catherine's Park</p> <ul style="list-style-type: none"> Objective that no road should be constructed through the park should be reinstated in the Draft Plan.
12	James Lawless TD	<ul style="list-style-type: none"> Submission notes provisions of the draft RSES relating to Leixlip and its role within the Greater Dublin Area. Regarding the plan the submission notes the following: <ul style="list-style-type: none"> The unit growth target for Leixlip of 3,315 units and notes that as of March 2019 there are permissions currently for 569 units with the LAP area, subtracting these from the 3,315 figure means 2,598 units will be allowed.

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		<ul style="list-style-type: none"> – As it stands there are 5,524 households in Leixlip. This LAP allows the town to increase in size by over 60% – Notes provision of 4 no. Key Development Areas <p>Provision of extra/improved infrastructure</p> <ul style="list-style-type: none"> • Notes that Plan recognises increase in population will place an extra demand and burden on infrastructure. • Regarding the audit of services (Social Infrastructure Assessment) carried out by KCC to evaluate the needs of Leixlip, the submission argues that these needs are essential and KCC needs to leads a process alongside other State Authorities to facilitate the delivery the necessary infrastructure. The work in delivering these key projects/infrastructures should commence immediately and be a key priority for KCC for the next five years. <p>Education</p> <ul style="list-style-type: none"> • Notes the number of primary and secondary schools further education centres currently operating in Leixlip. • Both secondary schools are operating at full capacity. • Notes the recognition of the need for 2 new primary schools and a new secondary school with 1,000 pupil capacity. The delivery of these new schools is crucial and should commence immediately in their provision. <p>Childcare</p> <ul style="list-style-type: none"> • The provision of childcare is also reaching capacity in Leixlip. Currently there are 13 facilities which are at full capacity already. • States that any future planning permission granted should have this planning condition included to have such facilities developed alongside and that such a condition could not be removed or altered so as to remove the obligation of the developer to provide facilities for the provision of childcare. <p>Healthcare</p> <ul style="list-style-type: none"> • The requirement of the provision Leixlip Primary Health Care facility is now crucial. <p>Public Transport</p> <ul style="list-style-type: none"> • Notes the proposals for the DART Expansion programme • Notes that KCC have emphasised the importance of the Bus Connects project to deliver better and more efficient services. The provision of adequate transport links for this increasing population is priority. • The plan has indicated that it is essential to deliver an improved road network in Leixlip and has included a number of specific projects to improve the road infrastructure. This is another key priority for Leixlip.

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		<p>Additional Points</p> <ul style="list-style-type: none"> • The protection of St. Catherine’s Park must be included in this LAP. I submit this public amenity should be protected fully and the residents of Leixlip have strongly supported this on numerous occasions. • Voluntary and sports clubs and organisations should be consulted and as to their requirements for additional facilities/lands to accommodate the growth predicted for Leixlip. Recreational and sporting needs of a community is paramount and this should be prioritised in this LAP • Notes that the plan has many positives in relation to green areas, canalside amenities, economic development, tourism and heritage. Supports the promotion of these aspects as they will improve the town and surrounding areas and will be beneficial to all residents.
13	Cllr Joseph Neville	<p>Project Ireland 2040</p> <ul style="list-style-type: none"> • States National Spatial Strategy failed replaced with Project Ireland 2040 • Notes that Kildare County Council Development plan will be varied or reviewed and Local Area Plans will be held back to review the outcome. • Implores the Council to withhold this Leixlip Local Area plan as it is directly to ensure it is not in variance with future growth plans for the County. <p>Review the need for More Rezoning</p> <ul style="list-style-type: none"> • Notes the current residential development around the Wonderful Barn and planning application for more housing in proximity to Glen Easton. • In the last 15 years in Leixlip new developments have gone in areas such as Easton Road without the requisite facilities such as pedestrian crossings and basic proper bus services. • Need to be very careful as we put plans for any future major development in place to be very sure in rezoning land that we get things right for a sustainable community to develop and mature in a proper manner. <p>Population Query</p> <ul style="list-style-type: none"> • Queries the population projections in the plan as in the CDP Leixlip has been identified to require 3,315 no. units to the year 2023. States that this represents an overall target population for the town of 19,794 according to the plan. Questions how exactly these numbers work out over that period as 3,315 more units would bring the population closer to 27,000 it being an increase of 65% over current numbers.

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		<p>Odour in Leixlip Village</p> <ul style="list-style-type: none"> Notes the ongoing serious ongoing odour issue in Leixlip has not been solved. States that this shows that when absent, the requirement for proper infrastructure affects significantly the quality of life of residents. <p>Housing Densities</p> <ul style="list-style-type: none"> From the evidence with SHD's issued from An Bord Pleanala densities have been at the extremely high end if not over the actual initial application. Plan severely at risk of understating the final population numbers from new households. <p>St. Catherine's Park/ Blackhorse Avenue KDA</p> <ul style="list-style-type: none"> A previous objective from the last Plan that was considered needs to re-inserted - '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.' Also with the proposal for the Black Avenue housing a greater appreciation of our park should be in the plan. <p>Celbridge Road East KDA</p> <ul style="list-style-type: none"> Significant concerns about the developments in Leixlip Castle and the effects it will have on the historical nature of the site. The proposals allied to that of the planned development at the Wonderful Barn are significant for the area both to its effect on local historical sites but also the effect on local infrastructure. Area has limitations in relation to roads infrastructure and is already extremely busy with two schools, a Church and a shopping centre at Barnhall and developments here would just exacerbate it. Traffic from this area coming down from Hewlett Packard to Leixlip Village is already extremely busy. Has a grave concern that the Maynooth Road access point could not take much more. This KDA was removed previously and should be done so again <p>Confey Urban Design Framework (UDF) <i>Confey Master Plan</i></p> <ul style="list-style-type: none"> Hoped to have seen a more detailed Master Plan as directed by ministerial order. Although there has been some improvement in information we do need greater detail to see how everything works together before we proceed.

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		<ul style="list-style-type: none"> • No commitment to actually provide anything while the housing will fly up. Saw how large developments during the boom years in other towns were delivered without proper infrastructure causing serious issues for population. • It is with these facts in mind that Councillors are being asked to rezone a huge area like the Confey which will have huge ramifications for the future. Without the visibility of a detailed Masterplan it is difficult to make such a decision. <i>Confey GAA</i> • The statement that the Confey GAA is underutilized has to be taken out. Club is a hub of activity it and has thrived since its inception. • Suggestions that they should be relocated should be removed. Although a change in rezoning does not mean a club has to move, references to them moving have to be taken out of the plan. <i>Car Parking at Confey Train Station</i> • Plan refers a lot to transport however we have no proper parking at Confey train station. Confey train station serves in Leixlip alone a population of 7,000 and many more outside of Leixlip. If Confey Train Station is to be utilised fully then there must be proper planning for specific parking spaces at Confey train station. <p>Amenities, Recreation and Community Infrastructure <i>Leixlip Amenities Centre / Swimming Pool</i></p> <ul style="list-style-type: none"> • Stronger reference needs to be made to the Leixlip Amenities Centre for all the positive influence it has in the town. • Identified previously by KCC as a preferred location for a Public Swimming Pool. • It is also the location for the only children’s playground in the town and that is something in itself that needs to be immediately upgraded. • Councillors in the area still support this view it is a strong view which needs to be echoed in the plan. <p><i>Theatre</i></p> <ul style="list-style-type: none"> • More attention is needed to community areas in the plan such as a theatre space, additional playgrounds of a good size, proportionate to the increasing population of Leixlip <p>Town Centre (Public Realm)</p>

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		<p><i>Ralph's Square/Arthur Guinness Square</i></p> <ul style="list-style-type: none"> Delighted that the public realm vision has been set out but it needs to ensure that is based in reality and keeping in mind of the parking requirements that are currently in those locations. Ralphs Sq is an area that is underdeveloped and underutilised which has led to its somewhat dilapidated look when compared to other areas of the town. <p><i>The Boardwalk/Boathouse (Page 29)</i></p> <ul style="list-style-type: none"> Area should be a prime focus for the Council and allied to improvements in Ralph Square we could really upgrade this underutilised area of Leixlip. <p>Movement and Transport</p> <p><i>Intersection from Leixlip to Clonee/Laraghcon is extremely dangerous</i></p> <ul style="list-style-type: none"> Has put many motions regarding the dangerous junction although so far Fingal County Council has been unable to make it safer. As a key junction for all traffic users coming to Confey I would envisage that it is of primary importance that it be made safer as soon as possible. <p><i>Road Infrastructure/Confey (No decision Made)</i></p> <ul style="list-style-type: none"> The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. <p><i>M4 New road from Adamstown</i></p> <ul style="list-style-type: none"> Great deal of traffic currently on the N4 as Leixlip traffic converges with Celbridge, Maynooth & Kilcock etc. Asks can the Council acknowledge in this plan that we do not as yet know what the impact will be of the Adamstown road linking in with the primary Celbridge and Leixlip exits. The impact on traffic will be considerable and will reduce considerably the ability of traffic coming from Leixlip to get on the N4. <p><i>Traffic Calming at Riverforest</i></p> <ul style="list-style-type: none"> There are a number of traffic issues in Leixlip and there is mention of traffic calming in different areas of Leixlip. Riverforest needs urgent and specific treatment with many shoppers and pedestrians. Extra traffic measures on the stretch of road leading to the back of Riverforest are needed to minimize the risk of someone getting knocked down. <p><i>Public Transport demands and Capacities</i></p>

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		<ul style="list-style-type: none"> Absence of detailed documented planning regarding anticipated Public Transport demands, capacities and the expected timelines for delivery in the Leixlip, Celbridge and Maynooth areas. The Strategic Transport Assessment and its summary show that a robust and enlarged Public Transport system is vital (especially at peak travel times) for the increased population in our towns. <p>Enterprise, Economic Development and Tourism</p> <p><i>Small-medium Enterprise (SME) Development</i></p> <ul style="list-style-type: none"> Welcomes the reference to the importance of SME growth and the plan to encourage a fully sustainable indigenous employment model that works concurrently with the FDI led Intel investment in the town. <p><i>Intel Expansion</i></p> <p>With the planned growth at Intel and the construction work that is beginning wants the Council to hold back on the plan until a clearer picture of its impact is known</p> <p><i>The Wonderful Barn</i></p> <ul style="list-style-type: none"> Looks for greater detail on the plans for the amenity itself in the Wonderful Barn. In the hands of the Council for many years and there has been very limited work done to protect the site but also to derive a tourist plan around it. An extremely underutilized location but a potential jewel in the crown of north Kildare, the Draft LAP should have a multi-page plan with timelines and indications of levels of investment to proceed with the restoration and development of this historic site.
14	Cllr. Nuala Killeen	<p>Main Features of the Leixlip LAP</p> <ul style="list-style-type: none"> Submission notes the 4 identified KDAs, Confey UDF and the envisaged residential capacity on these lands. Also notes the size of the Collinstown Business Campus along with Intel which has received permission for 'major expansion'. Supports reasonable, responsible and sustainable development and growth that takes into consideration the needs of the community and respects our heritage and environment. Proposes that Kildare County Councillors should be invited to view the proposed KDA sites to allow them to see the issues that are raised locally and the challenges that present from the draft proposed KDA's in this plan. In favour of additional housing provision in Leixlip as recognises the need for houses in the middle of a

Sub. No.	Name	Summary of Submission
		<p>major housing emergency. Outlines the need to use public lands to build affordable housing.</p> <ul style="list-style-type: none"> • Need to ensure communities can respond to new housing developments with adequate social infrastructure. Huge issues with water supply, roads and public transport in Leixlip • A well-balanced plan for the successful development of Leixlip into the future is imperative. A health place check list should be used to see if this development is delivering to enhance the life for residents of Leixlip (used for measuring Metropolitan Area Strategic Plans (MASPs)). • Notes that under the 2017-23 Local Area Plan one third of all housing development in the County was allocated to the MASP – with Leixlip getting 10% of County total. • Leixlip in most populated area of North Kildare. • Unsustainable development runs the risk of turning these areas into dormitory towns. • Notes the provisions of the NPF and National Development Plan (NDP) and states that there has been no revision to the Kildare County Development Plan settlement strategy since the adoption of the NPF/NDP. This compounds the concerns in respect of adequate infrastructure in tandem with Leixlip growth and development in housing given the deficiencies in the road transport provision for Leixlip village. States that there is huge concern in the community about the capacity for the current infrastructure to cope. • Notes town’s location within the Dublin Metropolitan Area (DMA) and its proximity to Maynooth rail line with two Railway Stations at Leixlip Louisa Bridge and Leixlip Confey. • Is of the opinion that the ‘shoe horning of 3,315 homes into Leixlip as part of the North Western Corridor growth target and doesn’t take into account the complexities of the geography’ of the Leixlip area which borders other counties and is constrained by the River Liffey and the River Rye together with the Royal Canal – The M4 motorway – St. Catherine’s Park and the Liffey Valley itself. • States that the mathematics of assigning 10% of the growth as an allocation simply doesn’t add up when the geography is considered. The transport upgrades that are required also impact other council’s. • Notes the recent census of population indicates that there are 5,524 households in Leixlip with recorded a total population 15,504 and that this population growth occurred over several decades. • States that the current draft Plan provides for up to 60% growth over a ten year period, and some proposed locations have significant infrastructural deficits that will be difficult and expensive to overcome. Concerned that the quality of life for existing residents will disimprove.

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		<ul style="list-style-type: none"> • This level of growth will totally transform Leixlip as a place to live and work and go to school and consideration needs to be given to the type of development, Quality of life, recreation and heritage. <p>Planned Population Growth</p> <ul style="list-style-type: none"> • The plan allows for a greater population than previously estimated (i.e. ranging from 19,794 to 24,433 people). Refers to both the MASP of the Regional Spatial and Economic Strategy (RSES) and the Settlement Strategy of the County Development Plan and its provision for 10.2% of all housing growth to be allocated to Leixlip. States that the 2023 population projection figure for Leixlip (of 19,794) is extrapolated from the County Development Plan (Table 3.3 refers), and is based on Regional Planning Guidelines (RPG) assumptions of housing vacancy and household occupancy. • Notes that the household occupancy rate in the 2016 Census (2.78 for Kildare) is higher than the RPG and the County Development Plan assumptions and that the housing projections assume that Leixlip can accommodate a greater population than assumed in the CDP Settlement Strategy. • States that based on CSO data, the dwellings forecast for Leixlip, could result in a total population of 23,433 people which the submission notes to be unsustainable and a third to Leixlip's population and <i>'in such a short space of time poses a risk to the fabric of our community and needs to be managed'</i>. <p>KDA Wonderful Barn</p> <ul style="list-style-type: none"> • Notes that Construction has already commenced for 450 housing units and includes an alteration to the entrance to the site. • Site hosts a well-used public park and allotments. States that the Wonderful Barn ought to be put into wider use and successful community events have attracted large numbers and the community is of the opinion it should be utilised more effectively. • Seeks a more detailed and ambitious plan including a visitor centre or shared commercial space for community businesses with some parking. • Notes that Wonderful barn is a protected structure and of historical, archaeological and cultural significance to Kildare and should be enhanced and protected and used by the community. States that the Plan should contain objectives to develop a conservation and management plan for the entire Wonderful Barn site. • States that 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. Pitches should be allocated to the

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		<p>Rugby club to develop their community offer.</p> <p>KDA - Celbridge Road East</p> <ul style="list-style-type: none"> • States that this KDA should not be included in the Draft Leixlip LAP • Notes that plan indicates that road access be assigned to Celbridge Road opposite the new Wonderful Barn site. The joint use of this site at the new Wonderful Barn development indicates an increase in road capacity to about 700 in addition to the current road use. States that existing infrastructure needs to be enhanced sufficiently to cope with any proposed development. • States that there is no detail on pedestrian access and it should be noted the proximity to the local School. <i>Leixlip Castle/Demesne</i> • Notes that Leixlip Castle and Leixlip Demesne are protected in the LAP (pages 66/67) which conflicts with the proposed rezoning. Therefore the Celbridge Road East KDA should be removed from the Leixlip LAP and highlights the difficulty in trying to fit a specific number of homes into the geography of Leixlip with its challenges. If a housing development occurred here it would impact negatively on the Leixlip Castle/Demesne area as the Historic Centre of Leixlip. • Notes that the Demesne wall runs to the rear of Leixlip Park and Wogansfield which indicates the boundary of the Demesne. • States that the protection of all structures and the immediate surroundings including the curtilage and attendant grounds of structures contained in the <i>Record of Protected Structures</i> is covered by Policy BH1 on page 68. The development of a housing estate within its boundaries significantly reduces the lands adjoining the Castle. • Notes that a vote was previously taken by in November 2017 to remove the residential zoning for lands at Celbridge Road East (KDA2). Also states that the zoning of these lands should not be permitted on cultural and heritage grounds. Leixlip Castle and Demesne are both listed for protection in the County Development Plan. <p>KDA3 – Leixlip Gate</p> <ul style="list-style-type: none"> • Notes that Proposed housing units in this KDA 323 homes, instead of the 200 initially proposed in previous plan. Outlines concerns over the proposed density. • Notes that with regard to adjacent properties the Plan indicates an “intensification or redevelopment of

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		<p>these properties may occur during the lifetime of the plan”.</p> <ul style="list-style-type: none"> • States that the existing road entrance/exit from Easton Road will require significant improvement, and it is not possible to imagine how this will be rolled out should the development happen. Refers to present road safety concerns in area. <p>KDA – Black Avenue</p> <ul style="list-style-type: none"> • Difficult to see how this can be justified on planning grounds and it should be removed from the plan. • Outlines various and concerns in relation to the KDA including the following <ul style="list-style-type: none"> – problems with vehicular access currently a single lane road – existing traffic levels (including HGVs accessing the WwTP) – A new entrance to the park will require the removal of historic and mature trees that the LAP seeks to protect. – Topography of the site – The land the trees are located on is on a steep incline so the levels do not easily facilitate what is proposed. – Leixlip is a village and the Main St. is 400 meters long. Significant development planned to Mill Lane / Black Ave will require significant enhancements to the road junction with Main St. – All the land from the rear of the fire station the fire station to the park is publically owned and was purchased in 1996 and was given to Fingal South Dublin and Kildare County Councils to manage. The proposal to use this route to access a private residential housing estate is an encroachment into Saint Catherine’s Park and poses risks to pedestrians. The proposed linear parks re-inserted back into the park to replace Parkland removed needs to be removed from the plan. • There is large opposition in the community and this proposed KDA should not have been reinserted into the Leixlip LAP. <p>Riverforest Park – Bridge and proposed Strategic Pedestrian & Cycle Route</p> <ul style="list-style-type: none"> • The proposed location for the bridge at Riverforest Park linking the greenway is not welcomed by the community as it will; encroach on their available recreation ground, The only question is which side of the estate will fare worse in terms of loss of recreational space; • The maps in Plan are vague and make it complicated to visualise. Has an issue with the route of the proposed cycleway. Exact drawings are needed.

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		<ul style="list-style-type: none"> • Funding and efforts by the Riverforest Residents Association were made to make this park usable it is essential that KCC engages with the Association should this link be adopted. <p>Utilities / Sewerage / Water Infrastructure</p> <ul style="list-style-type: none"> • Immediate and urgent attention must be given to the upgrade to the sewerage system which is at capacity and also deals with Celbridge to accommodate planned growth in population. • Also, the water infrastructures need urgent upgrading. Irish Water has recently dealt with many outages and Leixlip went almost 5 days without water. Long term water outages have health implications. Irish Water and KCC have not yet displayed that the upgrade works are being prioritised in advance of property development and road networks. • The most recent repair being planned is at design stage and will not be replaced until Q4 2019, at this level of repair / upgrade, longer term upgrades are unlikely to be delivered in the medium term of this LAP. • Other utilities including adequate electricity supply and capacity need to be confirmed/ mapped out in detail given the planned business park at Collinstown and the huge expansion of the factory at Intel alongside development of so many housing units for the population, it really needs to be mapped out in detail. • Leixlip has experienced an inordinate number of electricity blackouts recently and that is prior to any of these proposed developments. <p>Social Infrastructure</p> <ul style="list-style-type: none"> • A social infrastructure audit for the town found that the need for crèche facilities, after school facilities and club areas need to be explored and developed in more detail. There is a lack of supply of these and Ireland has the highest number of children aged 0-5 in Europe. • Wants to see services being put in place before developments happen as the town needs playgrounds, schools, crèches, more green spaces and infrastructure. • The community has repeatedly asked for the provision of a public swimming pool and for decades this was promised. The community saw the sod being turned on a site for a swimming pool in Leixlip in 2006 (by a former Taoiseach) with delivery of same promised for 2009. A decade later we are still waiting for Kildare County Council to make an application on behalf of Leixlip. Suggests that area covered by Confey UDF could be an area for the swimming pool.

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		<ul style="list-style-type: none"> • Need to ensure future proofing of the infrastructure of the town and not leave this to future populations to fight for. • There are no provisions in the Plan for retirement homes or residential homes suited for the elderly. The LAP acknowledges that the elderly need homes of a certain type and location however it doesn't allocate lands or list any actions or objectives to be carried out between 2020 and 2026 for them. The CSO Census data shows that 25% of Leixlip's population is 55 years or over and 15% of the population is over 65, so there is quite obviously a need. A bespoke supported living development needs to be developed for the aging needs of the population and there needs to be some specialized residential care planning for these residents. • Provision also needs to be given for training the workforce that will care for these people. Such planning needs to commence now and would make sense to develop a training program in the proposed community hub to develop these skills for future planning • The Primary school for Leixlip West is to be set on 1.6 hectares of land but the Local Area Plan has no location determined for it yet. An additional secondary school site ought to be determined now before there is no site left develop. • Also need cultural social spaces in respect of young people and teenagers to foster a climate of pro-social behaviour rather than anti-social behaviour. • There is a lack of recreational spaces for young people to congregate in a safe setting and a dearth of social facilities for young teens, preteens and younger children. There are open spaces and green amenities that are at risk from the current plan and in particular, there is no single play park for children in Leixlip. • Thought needs to be given to the provision of a skate parks and it is proven that street art improves the area. A site should be assigned as a designated graffiti space as a community project. The Council must ensure that they consider pro social activity in respect of younger people. • There needs to be a social hub to allow for young people in Leixlip as part of the development of the Confey Urban Area. It is imperative that a new play park is planned for and installed to accommodate the needs of the children. • Ireland has one of the highest rates in Europe of children aged 0 to 5 and KCC should be ambitious for our community and should plan for a community space, a community hub and a Community Centre with a

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		<p>community childcare facility a wider use of this could also be to develop the skills of a child care workforce.</p> <ul style="list-style-type: none"> • There are many drama groups in the town providing entertainment over the years. It would be meaningful to the community to have a shared resource to utilize especially given the projected population. • The people of Leixlip have always been culturally ambitious and community minded and where there were gaps in services or provisions for services the community came together and developed them themselves. The Council needs to reach out to the community and stakeholders to develop social enterprises to develop community organisations. • The attendances at community events in the town demonstrate how the community works together. A plan for a schedule program for activities at sites like the Wonderful Barn, led by the community is needed. The Wonderful Barn site could and should accommodate a range of day and evening time uses. This would be an ideal location for a cultural, arts and performing centre to be located within Leixlip assisting with the fulfilment of Policy EDT3.13. • The Council needs to be ambitious in its development of social enterprises and develop and bring together some of the talents and skills in Leixlip. • Any high density development will become problematic if there are no recreational facilities for the residents and for young people given the projected increase in population. • It is important that the needs and the voices of the community should be heard as part of this process. I believe that from interacting and consulting with the community has shown that they can come together and reflect their needs. <p>Transport</p> <ul style="list-style-type: none"> • Consideration should be given to the distribution and allocation of electric vehicle charging points to accommodate the growing of people utilizing electric vehicles as part of our strategy to mitigate climate damage. It's a gap in the Plan. • Rail capacity is also an issue with a growth of 5.5% in rail passenger numbers across the rail network in 2018 reflecting increasing demand. • Note investment in the rail fleet and the expansion of the DART to Leixlip by 2023 states that the full electrification of the line has to be commenced so the purchase of the new fleet will be during 2023. • Over reliance on the rail links up to 2023 is foolhardy as in Confey at peak times it is difficult to get a space

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		<p>on the trains.</p> <ul style="list-style-type: none"> • This creates a risk in the Plan where there is a reliance on both Louisa bridge and Confey stations and assumes that the Confey area will be using rail transport where the improvements are another 3 to 4 years away. • Absence of detailed documented planning regarding anticipated Public Transport demands, capacities and the expected timelines for delivery in the Leixlip, Celbridge and Maynooth areas. • The Strategic Transport Assessment and its summary in the Local Area Plan show that a robust and enlarged Public Transport system is vital (especially at peak travel times) for the increased population in our towns. • By the end of the CDP 38% of the homes in Leixlip will be new builds with Maynooth having 42% and Celbridge having 33%. Expected increases in demand on Bus and Rail services for those commuting to work in Leixlip, Celbridge and Maynooth will be in the order of 55%, 42% and 30% respectively. • The transport plan assumes that the 66e bus will be re-routed down the Green Lane in Leixlip. This would not be a very good idea. The bus link 66B is servicing the Celbridge Road and the bus is used by workers in transit and locals and is now a occasional service. This service needs to be increased and enhanced. • If the assumed new bus service is driven through the Green Lane, this will be hugely impacted by the three primary Schools which are very well attended and during School run times, smooth public transport transit is impossible. <p>Health</p> <ul style="list-style-type: none"> • Imperative to progress a Primary Care facility for Leixlip. This project needs to be developed as a matter of urgency in light of the anticipated population growth. <p>Sports & Social</p> <ul style="list-style-type: none"> • Additionally if growth of population to Leixlip is expected at 34% and Ireland has the highest proportion of children aged 0-5 in Europe, indications are that the population is growing it would indicate that a planned increase in the provision of sports and social is urgently required. • Relocating the current GAA site at Confey does not indicate the requirement for growth in provision for GAA. • Soccer pitches are also a requirement in the immediate term. • When provisioning for a healthy population where well-being is prioritised, it is essential to provide sports

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		<p>groups as part of sensible planning.</p> <ul style="list-style-type: none"> • Notes that analysis has been undertaken by Barnhall rugby club in respect of their requirements shows that there are 39 teams of young people and 850 players in total across all age groups male and female. • In respect of the requirements and planned population growth development some of the amenity lands at the wonderful barn KD8 should be allocated for the provision of rugby pitches. Notes MU Barnhall RFC's historical connections with the wonderful barn. States that at least 3 additional pitches are urgently required in respect of Rugby pitches. • In respect of GAA and Soccer pitches a large proportion of the community are engaged with both of these clubs and provision must be made for additional pitches and spaces for the growth of access to these clubs. • A sports development plan should be developed with assigning resources and spaces for Leixlip's existing popular sports to develop and thrive and Leixlip United ought to be allocated space for at least 5 or 6 pitches to develop and cope with demand and similarly Leixlip GAA. <p>Parking</p> <ul style="list-style-type: none"> • Parking plans need to be developed for the Town centre • Also KCC should insist on a common store front or colours to give town centre a unified feel. Additional parking needs to be designed into plan to assist with town rejuvenation. <p>Confey UDF</p> <ul style="list-style-type: none"> • Notes the geographical and topographical context of Confey and its proximity to the railway station. • Notes the provision for 1,340 units in accordance with the Confey Urban Design Framework (UDF) which 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. • Outlines issues and concerns in relation to the Confey UDF including the following: <ul style="list-style-type: none"> – Lack of detail in respect of the planned transport upgrades to roads and specifically Cope Bridge. – Existing traffic problems in the Captain's Hill area need to be addressed. – The Draft LAP assumes that Bus Connects will be implemented, despite the results of the public consultation phase not coming out until September 2019. – Issues with the proposed routes of the Bus Connect plan (changing of route of current 66a) which would cut off access to transport to Dublin City Centre, via Lucan from the Captain's Hill and to all of the 1,341

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		<p>residential units at Confey UDF.</p> <ul style="list-style-type: none"> – Thousands of residents of Leixlip who were surveyed objected to the Bus Connects proposal. The response to this in September by Bus Connects needs to assess prior to any assumption that the proposed changes will go ahead. Planned outcomes of recent public consultation phase are expected in September.
15	Environmental Protection Agency (EPA)	<p>The Submission received from the EPA comprised of two parts. A letter from David Galvin SEA Section and an attached letter (dated 11th February 2019) responding to the SEA Scoping Report for the proposed Draft Leixlip Local Area Plan</p> <p>The main letter outlines the EPA's role as an environmental authority and states that they provide a 'self-service approach' via the guidance document '<i>SEA of Local Authority Land Use Plans – EPA Recommendations and Resources</i>'</p> <p>The letter also outlines the following:</p> <ul style="list-style-type: none"> • The SEA Regulations set out the information to be contained in an Environmental Report; <p>Assessment of Alternatives</p> <ul style="list-style-type: none"> • Describe the alternatives considered and how the selection and assessment of these has led to the selection of the preferred alternative; • Assess the alternatives against the 'Strategic Environmental Objectives' identified in the SEA ER; <p>Assessment of Environmental Effects</p> <ul style="list-style-type: none"> • Assess and document the full range of likely significant environmental effects, including the potential for cumulative effects in combination with other relevant Plans/ Programmes and Projects; <p>Mitigation Measures</p> <ul style="list-style-type: none"> • Where potential for likely significant effects have been identified, you should provide appropriate mitigation measures to avoid or minimise these. You should ensure that the Plan includes clear commitments to implement the mitigation measures. <p>Monitoring</p> <ul style="list-style-type: none"> • The Monitoring Programme should be flexible to take account of specific environmental issues and unforeseen adverse impacts should they arise; • Deal with the possibility of cumulative effects;

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		<ul style="list-style-type: none"> • Monitoring of both positive and negative effects should be considered; • The monitoring programme should set out the various data sources, monitoring frequencies and responsibilities; • If the monitoring identifies adverse impacts during the implementation of the Plan, Kildare County Council should ensure that suitable and effective remedial action is taken; <p>State of the Environment Report – Ireland’s Environment 2016</p> <ul style="list-style-type: none"> • Finalising the Plan, the recent State of the Environment Report Ireland’s Environment – An Assessment 2016 (<i>EPA, 2016</i>) should be considered, as relevant and appropriate; <p>Future Amendments to the Plan</p> <ul style="list-style-type: none"> • Screen any future amendments to the Plan; <p>Once the Plan is adopted, prepare a SEA Statement that summarises:</p> <ul style="list-style-type: none"> • How environmental consideration have been integrated; • How the Environmental Report, submissions, observations and consultations have been considered; • Reasons for choosing the Plan adopted in the light of other reasonable alternatives dealt with; • Measures decided upon to monitor the significant environmental effects of implementation of the Plan. <p>The letter outlines the Environmental Authorities that under the SEA Regulations should be consulted. Regarding specific comment on the Plan, the letter refers to an attached letter sent to the Kildare County Council (dated 11th February 2019) responding to the SEA Scoping Report for the proposed Draft Leixlip Local Area Plan. This letter is summarised below:</p> <p>Planning Policy Context</p> <ul style="list-style-type: none"> • Ensure that the Plan is consistent with the National Planning Framework – Ireland 2040 (NPF), as well as the forthcoming RSES for the Eastern and Midlands Region, upon adoption. • Letter summarises key points of the NPF in relation to sustainable development. <p>Critical Infrastructure Provision</p> <ul style="list-style-type: none"> • Particular consideration should be given to critical infrastructure provision in the context of the recently announced expansion to the Intel Plant in Leixlip, which when completed, will significantly increase both

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		<p>energy and water needs within the Plan area.</p> <p>Noise</p> <ul style="list-style-type: none"> The scoping report refers to second Noise Action Plans. Note that the Round 3 Strategic Noise Mapping is now completed and can be viewed on EPA Maps (https://gis.epa.ie/EPAMaps/). Notes that preparation of the Round 3 Noise Action Plans is currently underway by local authorities. <p>Other Plans & Programmes</p> <p>Notes that the 3rd National Biodiversity Plan was adopted in 2017 and the National Spatial Strategy has been replaced by NPF.</p> <p><i>Other key recent plans to consider include:</i></p> <ul style="list-style-type: none"> - National Mitigation Plan - National Adaptation Framework - Paris Agreement - Guidelines on Urban Development and Building Heights for Local Authorities - National Landscape Strategy - National Greenways Strategy - Draft Clean Air Strategy - Draft National Energy and Climate Plan - Draft Integrated Implementation Plan 2019-2024 (NTA) - National Water Resources Plan (Irish Water, in prep) - Planning, Land Use and Transport – Outlook 2040 (DTTAS, in prep). <p><i>Available Guidance</i></p> <p>Our website contains SEA resources and guidance, including:</p> <ul style="list-style-type: none"> - SEA process guidance and checklists - list of relevant spatial datasets - Topic specific SEA guidance, such as how to integrate climate change into SEA or consideration of alternatives in SEA. <p>Access to these resources is at: http://www.epa.ie/pubs/advice/ea/</p> <p>State of the Environment Report – Ireland’s Environment 2016</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> In preparing the Plan and SEA, the recommendations, key issues and challenges described within our most recent State of the Environment Report Ireland’s Environment – An Assessment 2016 (EPA, 2016) should be considered, as relevant and appropriate to the Plan. <p>Transition to a low carbon climate resilient economy and society</p> <ul style="list-style-type: none"> Ensure that the Plan aligns with national commitments on climate change mitigation and adaptation, as well as relevant sectoral, regional and local adaptation plans. <p>EPA SEA Search and Reporting Tool</p> <ul style="list-style-type: none"> This tool allows public authorities to explore, interrogate and produce high level environmental summary reports. It is intended to assist in screening and scoping exercises. The tool is available through EDEN www.edenireland.ie <p>EPA WFD Application</p> <p>Our WFD Application provides a single point of access to water quality and catchment data from the national WFD monitoring programme. The Application is accessed through EDEN https://wfd.edenireland.ie/ and is available to public agencies. Publicly available data can be accessed via the Catchments.ie website.</p> <p>Environmental Authorities</p> <p>The letter also outlines the Environmental Authorities that under the SEA Regulations should be consulted.</p>
16	Health and Safety Authority	<ul style="list-style-type: none"> States that the approach of the Authority to land-use planning is set out in the document ‘Policy & Approach of the Health and Safety Authority to COMAH Risk-based Land-use Planning’ and that this document should be consulted to fully understand the advice given in this letter. States that the document would expect the planning guidelines to contain: <ol style="list-style-type: none"> <i>An indication of planning policy in relation to major accident hazard sites notified under the regulations, which reflects the intentions of Article 13 of the Directive 2012/18/EU.</i> <i>The consultation distances and generic advice, where applicable, supplied by the Authority to Fingal County Council in relation to such site. These distances to be indicated on various maps included in the plan, as well as more specific distances and advice supplied by the Authority.</i> <i>A policy on the siting of new major hazard establishments, taking account of Article 13 and the published policy of the Authority in relation to new developments, including developments in the vicinity of such establishments.</i>

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		<p>4. <i>There is currently one COMAH establishment in the vicinity of Meath which is as follows: Intel Ireland Limited, Collinstown Industrial Park, Leixlip, Co. Kildare.</i></p>
17	Fingal County Council (FCC)	<ul style="list-style-type: none"> • Welcomes opportunity to comment on Draft LAP and notes that the LAP area is located immediately to the west of a significant tract of land within the administrative area of Fingal County Council. • FCC recognises and welcomes the broad range of issues outlined in the Plan and is fully committed to contributing to the future sustainable development of these lands. • Recognises the important role that KCC and FCC play in the Draft Regional Spatial and Economic Strategy (RSES) for the Region. Notes that the Draft RSES includes a strategic plan for the Metropolitan Area Strategic Plan (MASP) for the Dublin Metropolitan Area (DMA) within which Leixlip is located and that the Draft 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. • FCC supports the overall strategy for the Leixlip LAP. • The submission notes that Plan provides for new housing development will be focused within Key Development Areas and that Black Avenue KDA directly abuts Fingal County Council land at St. Catherine’s Park. Such lands it notes was previously designated as an area of ‘open space and amenity use’ in the Leixlip 2017-2023 LAP. • The submission reiterates the provisions of Section 12.5 Black Avenue KDA including the section on Landscape and Spaces where it is stated that there is a provision for a ‘<i>minimum of 15% quality open space within the identified residential lands...</i>’ • The submission goes on to state that while FCC are not opposed to residential development at this location they ‘<i>request that sufficient quality open space is provided within the new residential area.</i>’ • <i>It also requests the following in relation to Black Avenue KDA:</i> <ol style="list-style-type: none"> 1. An objective be included within Section 12.5 of the LAP to ensure that a sensitive buffer zone be incorporated into any development proposals for this area to ensure that the amenity and character of St. Catherine’s Park is maintained in the future. The text of this objective is outlined as follows: ‘<i>Any planning application for the development of lands at Black Avenue KDA shall be accompanied by a Landscape Impact Assessment which takes into consideration the site’s proximity to the parkland setting and landscape character of the adjoining lands at St. Catherine’s Park</i>’

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		<ul style="list-style-type: none"> FCC notes Objective MT3.5 to require road improvements for the new neighbourhood at Confey and supports the provision regarding the realignment and improvement of the R149 between L1015 (Kellystown Lane) and the Fingal County Boundary. The submission notes Objective OS1.4 to co-operate 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 including working with the ESB (reservoir at Backweston), Waterways Ireland (Royal Canal) and with FCC to pursue the creation of a Liffey Valley Regional Park. FCC states that it supports the creation of such a park with Kildare County Council and South Dublin County Council and has an objective (Objective NH47) in its own County Development Plan to pursue this aim.
18	Marie Farrelly	<ul style="list-style-type: none"> Strongly object to traffic using the Black Avenue for the new housing for that area. The Road to St Catherine's is very narrow and such plans will ruin the beautiful tree line to the park. Asks that better alternatives be considered to this route .
19	Geraldine Mc Kiernan	<ul style="list-style-type: none"> States that there is inadequate road infrastructure provision to accommodate extra traffic that the new development will bring. While the train will take some pressure in the area of new builds north of the train station (Confey) there must be a direct link to the M3 Motorway prior to the commencement of any building.
20	Michael and Margaret Beirne	<ul style="list-style-type: none"> Outlines concerns in relation to habitats, birds (rear), foxes, rabbits, schools, playgrounds and open space Asks about a provision for a swimming pool. Raises issues in relation to traffic, water and wastewater infrastructure including smell of sewage and burst water pipes in town.
21	Emmet Stagg	<p>States that under the 2017-2023 Local Area Plan the following objective GIO1.10 (B) was included <i>'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.'</i></p> <p>Questions why this objective was removed from the draft LAP. States that Councillors must include this objective as Objective GI1.9 (C) to preserve the integrity of St. Catherine's Park and to ensure that no road will be contemplated.</p>

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22	Ronan Barry	Suggests that the Plan be illustrated in 3D real time rendered video format, this would enable greater clarity. Provides the following youtube video as an example: https://www.youtube.com/watch?v=9RK4zvfEdng
23	Alex Meakin	Supports the retention and protection of St. Catherine's Park as an important amenity of the community.
24	Emer Devoy	Supports the protection of St. Catherine's Park. Action should be taken to save the park as it is a valuable amenity for every community in the surrounding areas.
25	Aidan O'Reilly	Any plans to build a road through St. Catherine's Park should be terminated. Development in Confey will result in congestion on Captain's Hill. Development of housing should take place to the west end of Confey close to the access road linking directly to the exit on the M4.
26	Mary Barry	Ensure no major road goes through St. Catherine's Park on the Kildare side.
27	Ronan Barry	Ensure that if a road goes through St. Catherine's Park on Kildare side there will be a pedestrian footbridge or tunnel to maintain access
28	Kevin Murphy	Proposes Plan should include a statement confirming the intention and commitment to protect the amenity of St Catherine's Park and that no road proposal shall be considered by this council through the park within the council's ownership or jurisdiction.
29	Teresa Ho	Proposes Plan should include a statement confirming the intention and commitment to protect the amenity of St Catherine's Park and that no road proposal shall be considered by this council through the park within the council's ownership or jurisdiction.
30	Gary Sullivan	Proposes Plan should include a statement confirming the intention and commitment to protect the amenity of St Catherine's Park and that no road proposal shall be considered by this council through the park within the council's ownership or jurisdiction.
31	Alan O'Brien	Seeks to maintain the protection status on St. Catherine's Park. Strongly rejects any road proposals going through the park.
32	Ken Gough	Objects to any plan that removes and/or fails to protect the amenity of St. Catherine's Park. Does not approve of an road proposal going through the park.
33	Liam Molamphy	Regrets that the following objective " <i>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</i> " has been removed

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		and urges Council members to have this reinstated to protect the amenity.
34	Gerry Halton	<p>Submission relates to providing age-friendly and adaptable housing solutions in the town to accommodate the needs of older people within their community:</p> <ul style="list-style-type: none"> • States that there is no facility whereby an older person can stay within the community • Unless can afford to adapt their home, little option but the leave the community with other options are a nursing home of continue living in their existing house • Submission suggests that for every 8/9/10 houses built that one house be constructed and designed in a way that would support older living and the house be bought by the Local Authority to be made available for older people • The older person when securing a home in their community can sell their own home and rent the house from the LA/Housing Agency using funds from the sale of their house • House blockers no longer block young families access to a home suited to their needs • Older person contributes to their community and gives older people more choices • They don't need to move out from their community • District Health nurse can monitor their health if houses are clustered • Houses can be designed with age friendly facilities • Nursing home support if cannot maintain independence • Refers to statistics on dementia and states that those who do no contract dementia need supports • Older persons could provide babysitting facilities, mentoring facilities, contribution to resident associations and neighbourhood watch • Opportunity for KCC to provide leadership where other local authorities are striving for initiatives to support the elderly in society.
35	Sean Kilbane	<ul style="list-style-type: none"> • Welcomes the recent KDA for Confey. States that Plan is a real sign that KCC are serious in the future development of an area that is in bad need of a new lease of life. • The plan proposed recognizes the need for more housing while also providing the necessary infrastructural, civic and social amenities that come with an urban development such as this one.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • The proposed new homes aren't just homes. They will bring new people with new experiences and provide jobs and the opportunity for people to set up businesses. It will revitalize our sports teams which have seen a severe decline in numbers over the years. • Confey FC is an example , a club once filled with youths that no longer exists. The Plan for Confey has potential to change the area for the good. • States that the people that don't have an issue with the plan tend to not write these submissions however such voices needs to be heard too.
36	Lorraine Rice	<ul style="list-style-type: none"> • Looks for LAP to show that facilities will be provided for existing residents. Show that new infrastructure will be built prior to removal of old (i.e. pathways, football pitches) Questions how will kids get to these new facilities without cars, in a safe way? This should be the first things to be actioned. • Don't take away before having something to offer. Show the facilities that should already exist with the population in this area. • Look at Coolmine/Blanchardstown area at playgrounds, where is one for Leixlip? • Where's the road safety like Easton road, like speed ramps? These are basic facilities. Provide before handing out new proposals. • We need greenways, facilities, places to relax, places for kids to have fun and get away from the rush. Asks for Plan to show where these are in Leixlip, provide these facilities, then add more houses, more people who can enjoy what we have. States that right now, we don't have these things, so no proposal will be agreed to.
37	Barry Healy-Cunningham	<p>The submission outlines responses to the following Sections of the Draft Plan:</p> <p>Section 1.5 Approach in formulating this plan</p> <ul style="list-style-type: none"> • Notes the Ministerial Directive guiding the Plan and the various assessments that accompany the Draft LAP. • KCC elected that only the lands identified for development at Confey should be considered a 'significant new housing development'. This is in spite of the fact that the Wonderful Barn development (450 units) and the proposed rezoning of Celbridge Road East (355 units) are only metres away from each other. States that combined housing units equates various percentages of current housing stock in adjacent towns. • The significance of the size of the developments, the fact that the developments lie outside the 1km catchment area for rail public transport (as noted by the Local Area Plan) should have prompted a masterplanning process for the West of Leixlip.

Sub. No.	Name	Summary of Submission
		<p>Section 3.2 Delivering the Strategic Vision</p> <ul style="list-style-type: none"> • Notes that the vision is supported and consistent with the policies and provisions of the NPF and Draft RSES. Notes the town’s strategic location within the identified Metropolitan Area. • Nowhere does the ‘Vision’ acknowledge that Leixlip is the 29th most populated town in Ireland, wedged between the 21st (Celbridge), 31st (Maynooth) and 33rd (Lucan) and that all expanding and all interlinked and interdependent on the same servicing infrastructure • A fair and equitable summation of the Strategic Vision should include the challenges as much as the opportunities. <p>Section 4.2 Residential Capacity</p> <ul style="list-style-type: none"> • In reference to table 4.1 states that the reduced units in Celbridge Road East and Confey from the previous LAP has been balanced out by the addition of KDA – Black Avenue, which did not appear on either of the previous Local Area plans but is now ranked Tier 2 with an estimated capacity of 350 housing units. • When representatives of the Planning Dept. at consultation evening were asked about their figures and KDA’s and if it was because they are aiming for a predetermined goal they replied that they had not been instructed to achieve any goaled number of units. • The numbers in the Local Area Plan would suggest otherwise. Can this section be used to elaborate the specifics behind each residential areas capacity target? <p>Section 5.1 Town centre</p> <ul style="list-style-type: none"> • References Policy and Objective UCR1.1. • UCR1.1 is the opening policy of KCC with regard to Leixlip town centre (pg. 21 LAP). It uses the key phrasing that the centre is “viable and vibrant as a retail centre”. By page 22 of the LAP it reads “The analysis carried out on trading retail...concluded that Leixlip provided a relatively low level of convenience and comparison retailing compared to the existing population...The Draft RSES for the Mid East Region identifies Leixlip as a Level 3 key service...in the CDP where reference is made to the relatively limited potential for expansion of Leixlip town centres retail offer”. • So why the contradiction? Is the Town centre vibrant or a Level 3 key service provider with limited potential? • What is the fix proposed by the Local Area plan? The proposals seem to consist of Infilling in the town

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		<p>centre and then the creation of a retail centre in Confey and a neighbourhood centre in Collinstown business Campus....both well over 2km from the town centre.</p> <ul style="list-style-type: none"> • Can KCC be clear in their statements and plans regarding the Town centre? This section is quite specific in saying that at present the town centre isn't fit for purpose for the existing population and the primary plans suggested by the LAP involve developments outside easy walking distance of the town centre. • This is in contradiction of the KCC plans to make the town centre a pedestrian and cyclists orientated area. Also it seems to contradict the CDP which has a policy that new developments should be prioritised if they have a direct link to a town centre. <p>Section 5.3.1 North Main Street Backlands Regeneration</p> <ul style="list-style-type: none"> • REG 1.5 states that the lands contained therein will provide not only adequate parking for the various uses and units to be built on the site but will also provide for sufficient lands for a new public town centre car park. • How many car park spaces are calculated to be in this new public car park site? • Originally there were apparent discussions about utilising this section of the Town centre to build homes ideal for elderly residents. Why was this plan abandoned? • Given the closure rate of small businesses in Leixlip Town centre that are not involved in the supplying of Alcohol, Fast Food or Bookmaking, does KCC envisage a high uptake on retail units off the Main Street with little to no visibility to passers-by or indirect footfall custom? Surely a more appropriate use can be found for this site? <p>Section 5.3.3 Public Realm Objective 3 Ralph's Square</p> <ul style="list-style-type: none"> • "The removal of parking and resurfacing the square with a natural stone or paving "This objective will be in direct opposition to UCR1.1 mentioned above which involves reinforcing the commercial activity presently operating in Leixlip town centre. There are a number of businesses located on Ralph's Square. The removal of parking/restriction to vehicle access through landscaping will mean that their stock will either have to be transported by hand via the riverside boardwalk or across the busy Main St. from the parking provided by the Backlands regeneration. • Security vans approaching the branch of AIB also utilise this area when completing drop offs/pick-ups to the branch.

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		<p>Section 6.4 Tourism</p> <ul style="list-style-type: none"> • This entire EDT3.10 objective was a promised objective in 2004 as part of the Action Plan sold to the residents of Leixlip to secure the rezoning of the parkland currently being demolished for 450 building units. Is it possible that after 15 years the KCC might have more details to offer than EDT3.10? • Why is it that work has already commenced at The Wonderful Barn development site without a full conservation plan/management plan being put in place before this? If that plan is done then why wasn't it a part of the published LAP? <p>Section 7.3 Residential, Density Mix and Design</p> <ul style="list-style-type: none"> • 7.3.2 Housing for older people "...should be within walking distance of the town centre, key services....public spaces..." Currently there is just one retirement home in Leixlip, comprising of 131 spaces. • Given that 25% of the residents in the town are over 55 (and 15% are over 65 years) provision should have been made in the LAP for a second Retirement home. However since the requirements for housing for older people dictates that it should be near town centre, and these are exactly the sites that are currently being proposed for housing developments....is this why Policy section HC2 contains no objectives to house the elderly in Leixlip? <p>Section 7.4 Social Infrastructure</p> <ul style="list-style-type: none"> • 7.4.1 Assessing the existing situation, Education and Training "...The analysis in regard to secondary schools confirmed that both schools are operating at almost full capacity..." Did this analysis of the secondary schools take into account the number of children from Celbridge who were attending school in Leixlip prior to the new secondary school in Celbridge opening up? Reports from Confey secondary school is that they are operating well below their capacity. <p>7.4.3 Recommendations</p> <ul style="list-style-type: none"> • Table 7-1 states that a primary school is required for Leixlip West or an area of 1.6 hectares, Figure 7-1 Social Infrastructure Provision states that "Education West Leixlip (Location to be determined)". • Given the level of development already underway in Leixlip West it would have been assumed that the Master Planning process and the Sustainable Planning and Infrastructural Assessment would have provided a location for the school. This location needs to be updated before the Draft LAP is finalised. <p>7.6 Other Community, Sports and recreational Facilities</p>

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		<ul style="list-style-type: none"> • Notes Objective HC4.2. • Can it be clarified in the LAP if these lands are from the 30 hectares of land already assigned for rezoning or if this is to be another additional rezoning? If it is additional lands then why doesn't the UDF or the Master Planning procedure state what amount of lands are to be rezoned and their exact location as 'North of Confey' is vague. <p>Section 8 Movement and Transport</p> <ul style="list-style-type: none"> • Notes section 8.1 Walking and Cycling. • It is remiss of the Local Area Plan to omit that the town centre is also impacted regarding walking and cycling to and from West and East Leixlip due to the fact that it is built in the river valley and connections by foot or cycle are via steep hills (Captain's Hill, Old Hill) which are difficult for those with restricted movement. • Notes Policy MT1 – Walking and Cycling MT1.1 and also MT1.4 (i) This objective fails to note that, <ul style="list-style-type: none"> a) The footpath on the North east side of the town centre is narrow but is restricted from widening due to the already tight main roadway and the retail frontage on either side of it. This was completely omitted from MT1.4 b) The narrow sections of footpath on Captain's Hill cannot be widened due to already narrow road. Additionally there is only room for a footpath on one side of the road and no space for a cyclist's path. c) The footpath on the Green lane, a major pedestrian route given 3 primary schools and the GAA's location on it, is narrow in sections alongside the GAA pitches, also restricted in widening due to the roadway. This was completely omitted from MT1.4 • Section 8.2 Public Transport. Policy MT2 in the public transport section is built around the premise that sufficient improvements to the Public Transport systems and increased pedestrian permeability to public transport will reduce the congestion on the current road network. However the situation is more complex than that: <ul style="list-style-type: none"> a) Section 2.2.1 of the Strategic Transport Assessment (Technical version) as used by the LAP states that "while there are multiple public transport services in Leixlip, access to routes vary considerably...with the South Western areas relatively poorly served in comparison to central areas" This means that 25% of the

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		<p>3,315 housing units for Leixlip are to be built in an area that lies outside the 1 km catchment area for the railway stations and is supported by a single bus route (at present the 66B).</p> <p>b) The submission provides details of the new Bus Connects proposal, the C4 bus route will service.</p> <p>c) Objective MT2.6 calls for a new railway station at Collinstown. This would be of use for people from the Intel site but of limited other use considering its proximity to Louisa Bridge station. The issue isn't stations it is the frequency of trains and their fixed capacities.</p> <p>d) Crèches/Child care in Leixlip typically operate between the hours of 7am and 7pm. The times and connectivity of public transport limits peoples' use.</p> <p>e) The LAP and Strategic Transport analysis indicates that the new developments in Confey will use Public Transport to a higher degree citing Figure 2.12 in the STA Technical document (which showed that 2 estates within 100 metres of Louisa Bridge railway station had a large take up on public transport). The submission makes several points as to public transport usage in Leixlip.</p> <p>f) Nowhere in the LAP were there any details around forecasting for Public Transport demand post development. Similarly there were no details offered in the LAP as to the expected deliverable capacities in terms of Buses and Trains around peak time commutes for the area or what timeline will be involved in their delivery.</p> <ul style="list-style-type: none"> • Submission includes a table showing the predicted population growths for Leixlip, Celbridge and Maynooth over the course of the CDP. The reasoning behind including Celbridge and Maynooth in this section is that Bus routes to Leixlip will be shared (originating) in Celbridge and Maynooth and the Train services will pass through Maynooth before reaching Leixlip.

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		<p data-bbox="779 292 1803 320">+ Table 1: Population Growth: (using Census 2016 results and CDP Population forecast)</p> <table border="1" data-bbox="792 320 1827 472"> <thead> <tr> <th></th> <th>Population (Census 2016)</th> <th>Forecasted Population (CDP)</th> </tr> </thead> <tbody> <tr> <td>Leixlip</td> <td>15,504</td> <td>19,794</td> </tr> <tr> <td>Celbridge</td> <td>20,228</td> <td>22,801</td> </tr> <tr> <td>Maynooth</td> <td>14,585</td> <td>18,996</td> </tr> </tbody> </table> <p data-bbox="804 475 878 499">Note:</p> <p data-bbox="804 509 1827 608">Leixlip’s forecasted population assumes an increase of 1.2 people per new housing unit build. Celbridge’s and Maynooths assume increases of 0.8 and 1.2 people per new housing unit built respectively. All low end forecasts.</p> <ul data-bbox="573 624 2029 732" style="list-style-type: none"> • Includes a table showing a rough forecast of the increase in demand using CSO data created by working out the average number of workers per household in 2016, applying this multiplier to the number of households in Leixlip as per the Draft LAP. <p data-bbox="831 746 1742 804">+ Table 2: Projected increase in Commuters using Public Transport for work (using CSO and CDP Data)</p> <table border="1" data-bbox="844 804 1767 941"> <thead> <tr> <th></th> <th>Commuting by Bus/Train (2016)</th> <th>Projected increase in Demand</th> </tr> </thead> <tbody> <tr> <td>Leixlip</td> <td>1489</td> <td>2321 (55% increase)</td> </tr> <tr> <td>Celbridge</td> <td>1457</td> <td>2071 (42% increase)</td> </tr> <tr> <td>Maynooth</td> <td>1291</td> <td>1676 (30% increase)</td> </tr> </tbody> </table> <ul data-bbox="573 975 1989 1085" style="list-style-type: none"> • Do the plans contained within Policy MT2 of Section 8 Public Transport allow for this rise in demand, coupled with a similar spike in Celbridge and Maynooth? Why does the STA not contain estimates of how much capacity will be increased by over the scope of the LAP? <p data-bbox="573 1094 2022 1203">Do the plans contained within Policy MT2 of Section 8 Public Transport allow for this rise in demand, coupled with a similar spike in Celbridge and Maynooth? Why does the STA not contain estimates of how much capacity will be increased by over the scope of the Local Area Plan</p> <p data-bbox="573 1212 1066 1240">Section 8.3 Road and Street Network</p> <ul data-bbox="573 1252 2016 1362" style="list-style-type: none"> • Notes Objective MTO3.13 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 • The phrasing of this objective in comparison to MT3.12 which calls for “...investigate the feasibility of a new 		Population (Census 2016)	Forecasted Population (CDP)	Leixlip	15,504	19,794	Celbridge	20,228	22,801	Maynooth	14,585	18,996		Commuting by Bus/Train (2016)	Projected increase in Demand	Leixlip	1489	2321 (55% increase)	Celbridge	1457	2071 (42% increase)	Maynooth	1291	1676 (30% increase)
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		<p>link road from the Celbridge Road (R404) to the south of the M4....” would make a reader assume that this public road through the former HP site is a done deal, a certainty. However at the open session on June 7th it was confirmed by the representative of the transport section of KCC Planning that no permission for such a road has yet been sought from or given by the current land owner and that the road is in fact in just a pre planning stage. This entire objective should therefore be rephrased to show the true state of this project.</p> <ul style="list-style-type: none"> • There is a similarity between the promise of this road in 2019 and the promise of a Tourist and Commercial centre in The Wonderful Barn back in 2004. Both times the promises were made in order to achieve rezoning. Can the Chief Executive clarify in what way is this road different? • Notes MTO3.6 “. This objective was part of the previous LAPs and is noted in the Strategic Transport Assessment technical document on page 56 as “...has observed lengthening travel times in the northbound direction....particularly for right-turn manoeuvres onto the R148....A local assessment of potential options may benefit northbound travel times and avoid rat-running through nearby residential areas.” It would be very beneficial to local residents if timelines for completion were added to Local Area plans as some objectives regarding Tourism are 15 years behind schedule and others regarding roads are 12 months and counting. <p>Road Networks for Confey and Leixlip West</p> <ul style="list-style-type: none"> • Notes projected increase in population of Leixlip and adjacent settlements, their interdependency through their shared roads infrastructure and associated and growing issues of congestion especially around their Main Streets. • As with the public transport section Table 1 below shows the expected population increases in the 2 towns over the course of the County and Local Development Plans. Table 2 below shows the expected growth in housing units for these towns, all needing access to local and national roads. • Finally Table 3 shows the forecasted increase of road users from these towns during peak commuting times. The forecast was created by working out the average number of workers per household in 2016, applying this multiplier to the number of households in Leixlip as per the Local Area Plan. The current percentage of commuters using road transport (Motorbikes, Cars, Vans, and Trucks) was then applied to this total. Please note figures will be lower as (i) Census did not show how many households in 2016 comprised of retired residents only (ii) Forecast did not include those travelling to schools/university.

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		<ul style="list-style-type: none"> • Action “....to provide on street car parking....” As above, this is contrary to objectives MT1.1 and MT1.4 <p>9.3 Flood Risk Management</p> <ul style="list-style-type: none"> • Notes Policy I3 • Notes Objective IO3.2 Two things regarding this objective. First can the Planning Dept. clarify exactly what criteria for the nature/scale of a development will warrant an on-site flood risk analysis? 200 housing units? 600? • Secondly, in the case of Celbridge Road East KDA, a line in the section states that the height of the land at the site was altered during the construction of the M4. It goes on to state that the height of the land is to be reduced prior to the commencement of development. Does this mean that a specific Flood risk assessment will be carried out on the site given (i) the necessary structural changes to the land prior to development, (ii) objections have been raised previously regarding historical flooding in that area and (iii) satellite photography has indicated a difference in drainage in comparison to adjoining land? <p>10 Built Heritage and Archaeology</p> <ul style="list-style-type: none"> • Notes BHO1.7 and BHO1.8 • Notes 2004 Action Plan for Wander Barn and lands which didn’t happen. • In 2006 it was placed on the Worlds monuments list of endangered sites In 2014 the director of services for housing, community and culture at KCC announced the intention to create a Discovery Park on the site. • After 15 years of planning, the construction of 450 houses currently underway on the site.....how can we still be waiting on a plan of action for this area? • Notes Objective BH3. As there are a number of items of Archaeological interest right in the middle of the Confey lands proposed for development, what are the exact plans formulated as part of the masterplanning process to ensure their protection. <p>11 Natural Heritage, Green Infrastructure and Strategic Open Spaces</p> <ul style="list-style-type: none"> • Notes Objective GI1.6 states • The 1km long mature tree line bordering the Celbridge Road East KDA has been removed from the Built Form vision in section 12.3 and is also not mentioned as a location in this objective. • When asked at the Open Information Session on June 7th, Planning representatives could give no answer regarding these trees beyond pointing out that the Vision figure in Section 12.3 is only a potential

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		<p>representation and might not be accurate. To avoid any ambiguity can this section of tree line be added to objective GI1.6?</p> <p>11.3 Open Space</p> <ul style="list-style-type: none"> Table 11.1 references the list of new open space provision for Leixlip. Celbridge Road East Linear Park and what is left of The Wonderful Barn parklands. In reality these two open spaces are the land that was unsuitable for the development of housing due to their location to the M4. Instead of the idyllic open parkland alluded to in this section the reality is that both these parklands are, however well maintained they might become, a maximum of 91 metres away from the Motorway. <p>12.2 The Wonderful Barn KDA</p> <ul style="list-style-type: none"> Notes the text in relation to the built form of the KDA. What a difference 12 months makes, the original built form for this KDA as per the 2017-2023 LAP stated "... Provide for buildings of 2 storeys in height (limited to an overall height of approximately 8m)". Given that the Developer was permitted to bypass the restrictions in the LAP put in place to protect the vista of the Wonderful Barn I think the section stating "...which understands the cultural heritage of the surrounding area..." should be removed from the Plan as that is clearly not the case. <p>12.3 Celbridge Road East KDA</p> <ul style="list-style-type: none"> Welcomes aspects to this KDA that were called out multiple times by local residents as objections and concerns. Notes changes have been vague in their detail, not supported by any substantive planning process or investigation and as such have a high risk of being removed/challenged. When questioned as to why certain changes were made during the Open Information it was explained that after the Celbridge Road East KDA was removed via a unanimous Material Alteration, KCC reviewed objections that had been put in place and changed the build form to 'address' these concerns. Apart from reviewing public submissions no other work was carried out. Notes issues of concern on site as including: <ul style="list-style-type: none"> i) The level of the land compared to adjacent residential areas states the wording should be changed to, <i>"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 to its original level. This will be in line with the base of the boundary wall, equal to the height of the land adjoining this site..."</i>

Sub. No.	Name	Summary of Submission
		<p>(ii) The mature tree line which runs along the boundary of Celbridge Road East (iii) The change in density from the previous Local Area Plan. In it, it was envisaged as 30 units per hectare rising to 35 dependent on the quality of design. (iv) Concerned that in Figure 12.2, the 2 square residential blocks in the South East quadrant of the site appear to resemble 2 apartment block complexes. (v) The are 5 pedestrian routes envisaged for Celbridge Road East (vi) Notes the need for a through public road to connect the Celbridge Road (at Former HP Site) to M4 Interchange, but doesn't have confidence of KCC to provide this road prior to any development. Submission goes on to state reasons for view. Notes Table 12-1 in Section 12.6 stating that the Barnhall link road would be in the Medium to Long term future (that's 4 to 6+ years), the question becomes, why are we rezoning an area that there is potentially no plan to develop within the life cycle of this LAP??</p> <p>12.5 Black Avenue KDA</p> <ul style="list-style-type: none"> • Notes KDA was absent from the 2016 and 2017 versions of the LAP. • Once the masterplanning process downsized the number of housing units that the Confey development would generate there was a 10% gap to the set target of 3,315 housing units as outlined by the CDP. Again, when approached, representatives of the Planning Dept could/would offer no explanation as to why this KDA was only now appearing in the LAP. • Issues with access onto Mill Lane including its narrow and winding nature, residential parking and presence of Leixlip Fire Station. • No benefit to the development of housing units at this site or at others in Leixlip except to fulfil the arbitrarily generated goal set out by the CDP. <p>12.8 Confey</p> <ul style="list-style-type: none"> • Notes Objective CON 1.1 To ensure the future development of the lands identified within the UDF are subject to a detailed Masterplan the contents of which shall be agreed in writing KCC • This was, as per the Ministerial Directive, to be ready for the inclusion with the 2020-2026 LAP. This document is absent and the "Master Planning procedures" undertaken by the KCC only offer some road options, graded as to their suitability, but no decisions, timelines, funding requirements included. • Notes Objective CON1.2 As with CON1.1 this was supposed to be in place prior to the LAP being published. An example of how no detailed planning has taken part as yet is the UDF Section 2.1.4 which states "Building

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		<p>heights within the identified higher density lands shall generally provide for 3 to 4 storey buildings". The accompanying diagram shown apartment blocks of 4 to 5 storeys in height. There is no mention of how many apartment blocks will be built, what the breakdown among these will be of 3, 4 or 5 storeys. In short, no plans.</p> <ul style="list-style-type: none"> • Notes Objective CON 1.3. In UDF Section 2.1.6.7 it is envisaged by KCC that the majority of movement within Confey will be accomplished via foot or cycle and that movement/commuting outside of the area will be heavily reliant on sustainable transport systems. There is no accompanying document or plan regarding the timelines for Rail/bus services improvements, there is no breakdown analysis of expected capacities to be provided by these improvements (especially around peak times) nor is there a breakdown provided of the expected demands on capacity from residents in the area. • Extrapolation of Census 2016 figures shows a minimum increase in demand of 37% (true figure could be closer to 50%) for Leixlip as a whole regarding Public Transportation over the lifecycle of these developments. Will there be adequate services for the new development in Confey in terms of seating capacity/frequency? • Notes problems with Bus Connects proposals in Leixlip. • In summation the capacity for Confey and Leixlip as a whole to almost double in size over a 6 year time frame is limited primarily by our transport network and the answer from the LAP to provide better pedestrian access to public transport and hope that the transport is sufficient to the task falls far short of what was needed and expected.
38	Platform	<ul style="list-style-type: none"> • Submission is on behalf of group of 24 Arts and Cultural Organisations/Stakeholders from Leixlip have joined together to submit our joined submission with respect to the Draft LAP. • Showcasing Leixlip's talent is always a challenge being subject to the availability of venues like GAA halls, pubs, schools - none of which are purpose built. This highlights the fact that Leixlip is sadly lacking such an amenity, one that is embedded in almost every town in Ireland. • Proposes that a Theatre/ Multi-Purpose Arts Centre, be part of the development of Wonderful Barn area for the following reasons: <ul style="list-style-type: none"> – It will serve the needs of all the performing, cultural & visual arts groups listed in this submission who have members totalling over 2,500 and audiences attending c.15,000 annually.

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		<ul style="list-style-type: none"> – Its location also gives opportunity to KCC to serve the cultural & arts needs of adjacent towns due to its proximity to both Celbridge and Maynooth. – It will enhance the community of Leixlip as a great place to live, work, socialise and raise a family. – It is a perfect site for the merging of the Arts, Heritage & Tourism needs of Leixlip – With the development of further housing in the area, it gives back to the town an amenity that is already a social necessity – It will enhance the cultural profile of Leixlip. An arts development on this site would significantly enhance the economy of the wider area. – The Wonderful Barn is synonymous with art, history and culture; a Theatre/ Multi-Purpose Arts Centre would enhance and complement its wonder. If this site is deemed not to be suitable it is imperative that we ensure there is another site identified in Leixlip to provide this facility during the LAP process with which we are happy to work with KCC. <p><i>Platform currently represents the following groups:</i></p> <table border="1" data-bbox="627 798 1982 1396"> <tbody> <tr> <td data-bbox="627 798 1048 837">Bradán Players ; Drama</td> <td data-bbox="1048 798 1527 837">Leixlip Gospel Choir: Choir</td> <td data-bbox="1527 798 1982 837">Ryevale Artists; Visual art</td> </tr> <tr> <td data-bbox="627 837 1048 917">Leixlip Musical & Variety Group; Musical Society</td> <td data-bbox="1048 837 1527 917">Dance LA ; Stage School</td> <td data-bbox="1527 837 1982 917">Mill Lane Artists; Visual art</td> </tr> <tr> <td data-bbox="627 917 1048 997">The Vocal Academy; Music School</td> <td data-bbox="1048 917 1527 997">Explore Youth Theatre ; Youth Drama</td> <td data-bbox="1527 917 1982 997">Jennifer Fitzpatrick; Artist</td> </tr> <tr> <td data-bbox="627 997 1048 1077">TheatreworX; Stage School & Production Company</td> <td data-bbox="1048 997 1527 1077">Brennan's Performing Arts; Stage School & Agency</td> <td data-bbox="1527 997 1982 1077">Orla Gildea; Speech & Drama</td> </tr> <tr> <td data-bbox="627 1077 1048 1157">Townsend School of Music ; Music School</td> <td data-bbox="1048 1077 1527 1157">Rhythm & Strums; Music School</td> <td data-bbox="1527 1077 1982 1157">Leixlip Gospel Choir; Gospel choir</td> </tr> <tr> <td data-bbox="627 1157 1048 1236">Gleelixp; Choir</td> <td data-bbox="1048 1157 1527 1236">Kane School of Irish Dancing; Dance School</td> <td data-bbox="1527 1157 1982 1236">Jive Academy; Music School</td> </tr> <tr> <td data-bbox="627 1236 1048 1316">Leixlip Community Youth Band; Band</td> <td data-bbox="1048 1236 1527 1316">Salmon Eile; Drama;</td> <td data-bbox="1527 1236 1982 1316">Metropolitan School of Dance: Stage School</td> </tr> <tr> <td data-bbox="627 1316 1048 1396">Red Embers Theatre Group; Drama</td> <td data-bbox="1048 1316 1527 1396">Anna Liffey Artists; Visual art</td> <td data-bbox="1527 1316 1982 1396">Leixlip School of Singing: Music School</td> </tr> </tbody> </table>	Bradán Players ; Drama	Leixlip Gospel Choir: Choir	Ryevale Artists; Visual art	Leixlip Musical & Variety Group; Musical Society	Dance LA ; Stage School	Mill Lane Artists; Visual art	The Vocal Academy; Music School	Explore Youth Theatre ; Youth Drama	Jennifer Fitzpatrick; Artist	TheatreworX; Stage School & Production Company	Brennan's Performing Arts; Stage School & Agency	Orla Gildea; Speech & Drama	Townsend School of Music ; Music School	Rhythm & Strums; Music School	Leixlip Gospel Choir; Gospel choir	Gleelixp; Choir	Kane School of Irish Dancing; Dance School	Jive Academy; Music School	Leixlip Community Youth Band; Band	Salmon Eile; Drama;	Metropolitan School of Dance: Stage School	Red Embers Theatre Group; Drama	Anna Liffey Artists; Visual art	Leixlip School of Singing: Music School
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		<i>*NB at time of submission, we are aware of c.10 other Arts groups not yet listed above</i>
39	Robert Barnes	<ul style="list-style-type: none"> The protection of St. Catherine's Park needs to be reinstated. No road through the park should be part of any proposal or strategy for the Leixlip Area and a new proposal needs to be found. This is an amazing amenity that serves Leixlip, Lucan, Dunboyne and Clonee and it would be destroyed if the road proposal through the park goes ahead. There was a previous protection in place for the park and there is no justification for its removal in the plan.
40(a)	Declan Donnelly	This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.
40(b)		This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.
40(c)		This submission raises the same issues as Submissions 54(a) Black Avenue KDA. Please refer to Submission 54(a) for summary.
41	Andrew Tomkins	<ul style="list-style-type: none"> Bad flooding around Leavalley, Confey occurred in August 2008, November 2014 and December 2018. Flood waters came from behind property via fields and on the road. So property was attacked by floods from both sides. Notes that he and his family are long term residents of Confey. States that if development occurs locally around this property, would that put a higher risk of repeated, more severe future flooding.
42	Mary Lambe	<ul style="list-style-type: none"> The R404 link to R128 (T junction at Irish school) improvements have not been investigated, surveyed or even scheduled to be inspected 2 years after the initial LAP despite the Strategic Transport Assessment document (attached to LAP) calling out that there are already serious traffic issues turning right at this junction.
43(a)	Bracey Daniels	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
43(b)		This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.

Sub. No.	Name	Summary of Submission
43(c)		This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.
43(d)		This submission raises the same issues as Submissions 54(a) Black Avenue KDA. Please refer to Submission 54(a) for summary.
44(a)	Mairead Daniels	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
44(b)		This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.
44(c)		This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.
44(d)		This submission raises the same issues as Submissions 54(a) Black Avenue KDA. Please refer to Submission 54(a) for summary.
45(a)	David Daniels	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
45(b)		This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.
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45(d)		This submission raises the same issues as Submissions 54(a) Black Avenue KDA. Please refer to Submission 54(a) for summary.
46(a)	Ciaran Daniels	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
46.(b)		This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.
46(c)		This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.
46(d)		This submission raises the same issues as Submissions 54(a) Black Avenue KDA. Please refer to Submission 54(a)

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		for summary.
47(a)	Samantha Corcoran	This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.
47(b)		This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
47(c)		This submission raises the same issues as Submissions 54(a) Black Avenue KDA. Please refer to Submission 54(a) for summary.
48 (a)	Karen O'Donnell	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
48(b)		This submission raises the same issues as Submissions 54(a) Black Avenue KDA. Please refer to Submission 54(a) for summary.
49	Pamela Moorehead	<p>Submission refers to '<i>documents below</i>' however no attached documents with this submission were received by Kildare County Council.</p> <p>Submission also includes the following points:</p> <ul style="list-style-type: none"> • Not happy at all with Draft Plan, especially concerning Confey. Surely KCC should fix all the existing problems firstly. • Infrastructure and road network already under pressure and could certainly would not take an increase in population. • Is it the vision of the Council to turn Leixlip into another Tyrellstown/Adamstown just build, build with no insight into the future? • Shame on the Council for even suggesting that a road goes through the beautiful St. Catherine's Park. Nobody denies that housing is needed but please have some common sense in making decisions. A very angry and disappointed resident.
50(a)	Paul Moorehead	<p>This submission relates to the LAP in general:</p> <ul style="list-style-type: none"> • The submission states that it is the policy of the Plan to provide a minimum 3,315 new housing units in Leixlip, achieved by increasing housing unit densities at Key Development Areas and inserting new Key Development Areas into the Plan without any documented acceptable reasoning or demand to justify these

Sub. No.	Name	Summary of Submission
		<p>decisions;</p> <ul style="list-style-type: none"> • Delivery of the target may extend beyond the life of the plan up to 2029 therefore setting out up to ten years construction traffic and work in Leixlip; • Should not be rezoning land that won't be developed within the lifecycle of this LAP; • LAP fails to provide a Master Plan as directed by ministerial order; • Key Development Areas that were removed from the last Local Area Plan have been included again without any reasoned argument to support same; • Previous objective removed from Plan - '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'; • Complete "U" turn; • Now proposing a road into the park to facilitate a major housing development at Black Avenue • Despite 1021 submissions in 2017 regarding protection of St. Catherine's Park from road development. To totally ignore the people is dictatorial and undemocratic. <p>The submission states that no specific provision has been made in the Draft LAP for the following:</p> <ul style="list-style-type: none"> • A swimming pool site, a civil building with theatre or performance space, homes for the elderly/retired – 25% of Leixlip population 55+, affordable homes, social housing, a sensory Garden, charging points for electric vehicles. • Adequate parking in the village, train stations or the proposed new Confey development. • Maintaining existing estates, green areas or new developments. • Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty - witnessed the power cuts, water leaks and ongoing stench in the middle of our town from the existing systems. • Nothing included dealing with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC. <p>The Primary Care Centre</p> <ul style="list-style-type: none"> • Location in Collinstown is not suitable to stakeholders – young, old and infirm and without transport. A location central to the town and on a public transport route is critical.

Sub. No.	Name	Summary of Submission
		<p>National Planning Framework</p> <ul style="list-style-type: none"> • Development will be achieved through infill and Brownfield development rather than an over-reliance on greenfield, edge of town development; • The LAP as proposed does the opposite; • Brownfield option at the HP site that should be used to resolve the current and future housing requirements of the town; • This site already also has access to the motorway system. <p>Infrastructure</p> <ul style="list-style-type: none"> • Deal with existing problems; • Required infrastructure upgrades in advance of any new development; • Shows total lack of appreciation of the current problems the town faces and disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments; • Plan does not adequately factor in the major expansion of Intel's impact on our existing transport infrastructure. <p>Growth</p> <ul style="list-style-type: none"> • Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification. • The submission provides details on the current residential homes, current population and those currently using bus/rail and the planned increase in houses, forecasted population and projected to use bus/rail.

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		<table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">Current Residential Homes</td> <td style="width: 50%; text-align: center;">Planned Increase</td> </tr> <tr> <td>Leixlip 5219</td> <td>8534 (+3315) + 38%</td> </tr> <tr> <td>Celbridge 6544</td> <td>9794 (+3250)</td> </tr> <tr> <td>Maynooth 4674</td> <td>8216 (+3542)</td> </tr> <tr> <td>Total 16,437</td> <td>26,554 (+10,107) 39%</td> </tr> <tr> <td colspan="2" style="text-align: center;"> </td> </tr> <tr> <td style="text-align: center;">Current Population</td> <td style="text-align: center;">Forecasted Population</td> </tr> <tr> <td>Leixlip 15,504</td> <td>19,794 (+ 4290) + 27%</td> </tr> <tr> <td>Celbridge 20,228</td> <td>22,801</td> </tr> <tr> <td>Maynooth 14,585</td> <td>18,996</td> </tr> <tr> <td>Total 50,317</td> <td>61,591 + 11,272 or 22%</td> </tr> <tr> <td colspan="2" style="text-align: center;"> </td> </tr> <tr> <td style="text-align: center;">Currently using Bus/Rail</td> <td style="text-align: center;">Projected to use Bus/Rail</td> </tr> <tr> <td>Leixlip 1489</td> <td>2321 (+ 55%)</td> </tr> <tr> <td>Celbridge 1457</td> <td>2071 (+ 42%)</td> </tr> <tr> <td>Maynooth 1291</td> <td>1676 (+ 30%)</td> </tr> <tr> <td>Total 4237</td> <td>6068 (+1831) +43%</td> </tr> <tr> <td colspan="2" style="text-align: center;"> </td> </tr> <tr> <td colspan="2" style="text-align: center;">Projected increase in Commuters using Road network (not Buses) for work</td> </tr> <tr> <td style="text-align: center;">Currently using Roads</td> <td style="text-align: center;">Projected to use Roads</td> </tr> <tr> <td>Leixlip 4790</td> <td>7776 (+ 62%)</td> </tr> <tr> <td>Celbridge 6906</td> <td>9753 (+ 41%)</td> </tr> <tr> <td>Maynooth 4005</td> <td>5363 (+ 34%)</td> </tr> <tr> <td>Total 15691</td> <td>22892 (+ 7201) +54%</td> </tr> </table> <ul style="list-style-type: none"> • Any development of Celbridge and Maynooth has a negative knock on impact on Leixlip as our road, bus and rail infrastructure as designed results in passengers and motorists being already in the system before the vehicles reach or pass through our town; • The ability of Leixlip residents to access the N4, bus and rail system is already affected by the scale of the existing populations in Celbridge and Maynooth without any further development of these towns; • Once the developers get planning permission they will look to increase the densities to the max and therefore the total numbers are underestimated; • In reality the combined new build will double the size of the residential areas in north Kildare; • The numbers in the plan are very misleading in regard to the actual size of the development. The current situation at Wonderful barn and Westfield are live examples of this type of developer opportunism; 	Current Residential Homes	Planned Increase	Leixlip 5219	8534 (+3315) + 38%	Celbridge 6544	9794 (+3250)	Maynooth 4674	8216 (+3542)	Total 16,437	26,554 (+10,107) 39%	 		Current Population	Forecasted Population	Leixlip 15,504	19,794 (+ 4290) + 27%	Celbridge 20,228	22,801	Maynooth 14,585	18,996	Total 50,317	61,591 + 11,272 or 22%	 		Currently using Bus/Rail	Projected to use Bus/Rail	Leixlip 1489	2321 (+ 55%)	Celbridge 1457	2071 (+ 42%)	Maynooth 1291	1676 (+ 30%)	Total 4237	6068 (+1831) +43%	 		Projected increase in Commuters using Road network (not Buses) for work		Currently using Roads	Projected to use Roads	Leixlip 4790	7776 (+ 62%)	Celbridge 6906	9753 (+ 41%)	Maynooth 4005	5363 (+ 34%)	Total 15691	22892 (+ 7201) +54%
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		<ul style="list-style-type: none"> • This proposed LAP is contrary to S6 – “To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure”; • The towns infrastructure is already strained; • Limited capacity at the water treatment works. Improvement works earliest will take place is Q4 – 2022. <p>Environment</p> <ul style="list-style-type: none"> • No ecological analysis has been completed on the effects of this LAP; • The LAP has no on-site flood risk analysis completed. No criteria offered to show what scale or nature of a development will warrant an on-site flood risk analysis; • Proposed LAP is contrary to S8 which commits the council to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use. The LAP is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Leixlip; • Opens up the possibility of further encroachment into the adjacent farmlands, parks and private estates for future development; • Plan is contrary to the Environmental Report which clearly states the loss of open space and amenity use could also be considered to have the potential to give rise to negative effect on population and human health; • The LAP will destroy Strategic Open Spaces that form part of the green corridors in Leixlip and the surrounding area; • LAP will destroy ‘Key’ Green Infrastructure areas (as well as their associated habitats) in our town; • Many of the areas original features – trees, hedgerows and grasslands are being removed in this plan which is contrary to the council’s own policies; • Plan does not harmonise with or enhance the existing built and natural environment of Leixlip. • Some elements in the Leixlip Local Area Plan are regarded to give rise to adverse effects on the integrity of European Sites; • Extension to cemetery - no merit in this proposal until the problem of flooding is rectified. • The LAP includes new public parks. This could be welcomed but we already have issues with the

Sub. No.	Name	Summary of Submission
		<p data-bbox="618 284 1973 352">maintenance and upkeep of St. Catherine’s Park. These issues are unresolved with after 20yrs. Where is funding for the upkeep of these new parks?;</p> <ul data-bbox="573 363 1995 632" style="list-style-type: none"> <li data-bbox="573 363 1995 472">• The LAP identifies serious potential impacts to Rye Water Valley, disturbance to habitats and species associated with the Rye Water, River Liffey pNHA through habitat loss and disturbance, underlying hydrological conditions and tufa springs; <li data-bbox="573 483 1995 632">• The KCC SEA Environmental Report indicates the LAP has potential significant negative effects on; local services and utilities- such as water supply and wastewater infrastructure and electricity demand; air quality, noise and climate- due to increased emissions & pollution; features of archaeological and architectural heritage; biodiversity, ecological, land and soil; the environment; human health & amenities. <p data-bbox="573 643 685 671">Housing</p> <ul data-bbox="573 683 2011 871" style="list-style-type: none"> <li data-bbox="573 683 2011 711">• Proposed expansion of housing in particular is completely out of line with the actual local demand; <li data-bbox="573 722 2011 791">• LAP is being proposed to solve a housing issue in Dublin by putting a disproportionate housing expansion into one of the finest towns in County Kildare; <li data-bbox="573 802 2011 871">• Building homes that are unaffordable will do nothing to help the younger residents of this area should they decide to put down roots in our town. <p data-bbox="573 882 663 911">Traffic</p> <ul data-bbox="573 922 2033 1190" style="list-style-type: none"> <li data-bbox="573 922 1458 951">• No road links to M4 or M3 and no plans in place to deliver same; <li data-bbox="573 962 2033 1031">• Additional traffic from this LAP will bring up to 5000 additional vehicles on to the local streets which are already experiencing traffic congestion at peak commute times at school start and finish times; <li data-bbox="573 1042 2033 1110">• The LAP will have very negative impact on traffic flow through Main Street and all the local road network in the Leixlip area. <li data-bbox="573 1121 1771 1150">• This LAP will cause massive increases in pollution and increased noise levels in our town; <li data-bbox="573 1161 1585 1190">• No construction traffic is allowed use the Captain’s Hill or Celbridge roads; <p data-bbox="573 1201 846 1230">Ministerial Direction</p> <ul data-bbox="573 1241 2033 1394" style="list-style-type: none"> <li data-bbox="573 1241 2033 1310">• The submission states that the draft LAP only provides a preliminary design guide for the future development of lands. The requirement by ministerial order is to provide a master plan; <li data-bbox="573 1321 2033 1394">• Ministerial decision 6th Mar 2018 - "The revised Draft Leixlip Local Area Plan shall be published not later than 6 months following the issuing of a Direction." Provided more than a year later – Breach of timeframe so

Sub. No.	Name	Summary of Submission
		<p>the council are in fact operating ultra vires.</p> <p>Accessibility</p> <ul style="list-style-type: none"> • The LAP proposes pedestrian/cycle routes throughout the town, design and scale are unknown; • Knock-on effect on existing residents will be very negative creating a flow of activity into settled residential areas that is unwanted and provides no benefit to the people living in these areas; • The submission states that overlooking and loss of green areas to path / cycle ways is a concern; • No proposal should be considered that facilitates anti-social behaviours and easier entrance and exit for criminals to the existing residential areas bordering the proposed new development areas. • Negative impact on residents in existing estates exposed to pedestrian and cycle traffic from new developments; • The required compulsory purchase of long term residents' homes to facilitate the new street does not even warrant a mention and will be resisted strongly by both the individual families and residents generally. <p>Transport</p> <ul style="list-style-type: none"> • Availability of trains, the capacity of the rolling stock, the frequency of the trains, the usage levels that are currently in play and are all matters that are straining the existing train service; • People will only use trains if they are available, comfortable, on time, travelling to locations they wish to go, clean, have adequate seating, high quality WIFI, are priced competitively, within short walking distance of their homes and facilitated by adequate free parking; • The current and proposed future situation meets none of the criteria that will encourage and ensure high volume usage of the rail service; • Park and ride facility will not be close enough to the train station to encourage use particularly during inclement weather; • A max. 50 spaces is ridiculous and an area of at least 400 spaces would be required; • Currently train users are parking outside people's homes in Glendale and other adjacent estates from early morning until late evening which is the source of ongoing inconvenience to the residents; • The future expansion of the Dart will not be within the timeframe of the development plan and therefore no development based on an upgraded high quality train service should proceed until the completion of the upgraded service;

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		<ul style="list-style-type: none"> • The lack of commitment in the documentation is a major problem that undermines the entire plan. The suggestion is that (LAP) & (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. Unless the road and other network is committed or in place to allow more development proceed, the proposals will be disastrous for the town and the entire area. <p>Various Issues</p> <ul style="list-style-type: none"> • LAP will have a very negative impact of the value of existing properties as it will offer new incentivised alternatives to persons looking to move into the town thereby undermining the value of existing second-hand homes which are subject to stamp duty; • The draft LAP proposes phasing/sequencing programme to enable & ensure adequate infrastructure is provided alongside new development. The actual detail in the draft provides no assurance that this development will in fact take place in tandem with the required infrastructure being put in place; • Lands will be reserved for the provision of various facilities with no commitment to actually provide anything - new community will then have to fight for decades to get the required infrastructure to match the needs; • Multiple infrastructural aspirations are included with no firm commitment of funding identified to deliver same - without a guaranteed funding stream, it is unfortunately not a plan that can deliver this infrastructure, it's simply a wish list; • The submission objects to the encouraging a strong night time economy in Leixlip, residents wish to go to bed at night, Leixlip not Paris, no demand to turn Leixlip into the Temple Bar with antisocial behaviours; • The plan does not provide the conservation plans for archaeology sites of interest in the town. • The submission states that development proposed is at a scale and height that is totally out of line with the character, current built and natural landscape in our town; • The back land regeneration off the main street should be used to solve the towns parking deficit, provide a primary care centre and locate some homes for the elderly; • The provisions for childcare are totally unsatisfactory for either the current or future population of the town. <p>Summary</p> <ul style="list-style-type: none"> • In summary the submission states Leixlip should have a plan that deals with the issues already facing the

Sub. No.	Name	Summary of Submission
		<p>town as its stands rather than looking to expand;</p> <ul style="list-style-type: none"> • Expansion as set out in the Draft LAP will make the existing and future situation intolerable for our residents; • Critical that sympathetic and innovative planning takes place with adequate infrastructure provided in a timely manner to support same; • The scale of any future development should match the communities natural expansion requirements not aim at a number just to satisfy a strategic policy that is very distant from the residents of Leixlip who are the primary stakeholders in our town.
50(b)	Paul Moorehead	<p>This submission relates to the Urban Design Framework for Confey:</p> <ul style="list-style-type: none"> • Scale is way in excess of any demand locally and will negatively impact on the current residential population both during its construction and once occupied; • Submission states the development of 'greenfield' sites is contrary to National Planning Framework; • Large Brownfield option at the HP site; • Failure to deal with existing problems within the town and provide the required infrastructure upgrades in advance of any new development shows total disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments; • Plan does not adequately factor in the major expansion of Intel's impact on our existing transport infrastructure; <p>Transport</p> <ul style="list-style-type: none"> • Objective MT3.8 purports to ensure that any significant new development takes place in proximity to public transport routes and can be adequately served by the road network. This objective is being completely ignored by the proposed new KDA at Confey; • Works to Cope bridge to provide two way traffic will make the situation worse for residential areas located east and west of Captain's Hill and lead to further congestion at these pinch points during peak times; <p>Growth</p> <ul style="list-style-type: none"> • Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification. • The submission provides details on the current residential homes, current population and those currently

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		<p>using bus/rail and the planned increase in houses, forecasted population and projected to uses bus/rail</p> <table border="0" style="width: 100%; text-align: center;"> <tr> <td colspan="2">Current Residential Homes</td> <td>Planned Increase</td> </tr> <tr> <td>Leixlip</td> <td>5219</td> <td>8534 (+3315) + 38%</td> </tr> <tr> <td>Celbridge</td> <td>6544</td> <td>9794 (+3250)</td> </tr> <tr> <td>Maynooth</td> <td>4674</td> <td>8216 (+3542)</td> </tr> <tr> <td>Total</td> <td>16,437</td> <td>26,554 (+10,107) 39%</td> </tr> <tr> <td colspan="2">Current Population</td> <td>Forecasted Population</td> </tr> <tr> <td>Leixlip</td> <td>15,504</td> <td>19,794 (+ 4290) + 27%</td> </tr> <tr> <td>Celbridge</td> <td>20,228</td> <td>22,801</td> </tr> <tr> <td>Maynooth</td> <td>14,585</td> <td>18,996</td> </tr> <tr> <td>Total</td> <td>50,317</td> <td>61,591 + 11,272 or 22%</td> </tr> <tr> <td colspan="2">Currently using Bus/Rail</td> <td>Projected to use Bus/Rail</td> </tr> <tr> <td>Leixlip</td> <td>1489</td> <td>2321 (+ 55%)</td> </tr> <tr> <td>Celbridge</td> <td>1457</td> <td>2071 (+ 42%)</td> </tr> <tr> <td>Maynooth</td> <td>1291</td> <td>1676 (+ 30%)</td> </tr> <tr> <td>Total</td> <td>4237</td> <td>6068 (+1831) +43%</td> </tr> <tr> <td colspan="3">Projected increase in Commuters using Road network (not Buses) for work</td> </tr> <tr> <td colspan="2">Currently using Roads</td> <td>Projected to use Roads</td> </tr> <tr> <td>Leixlip</td> <td>4790</td> <td>7776 (+ 62%)</td> </tr> <tr> <td>Celbridge</td> <td>6906</td> <td>9753 (+ 41%)</td> </tr> <tr> <td>Maynooth</td> <td>4005</td> <td>5363 (+ 34%)</td> </tr> <tr> <td>Total</td> <td>15691</td> <td>22892 (+ 7201) +54%</td> </tr> </table> <ul style="list-style-type: none"> • Developers will look to increase the densities to the max therefore the total numbers are underestimated. • The numbers in the plan are very misleading in regard to the actual size of the development. The current situation at Wonderful barn is a live example of this type of developer opportunism; <p>Infrastructure</p> <ul style="list-style-type: none"> • Proposed development is contrary to S6 – “To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure”; • Town’s infrastructure is already strained, limited capacity at the water treatment works - improvement works earliest will take place is Q4 – 2022; 	Current Residential Homes		Planned Increase	Leixlip	5219	8534 (+3315) + 38%	Celbridge	6544	9794 (+3250)	Maynooth	4674	8216 (+3542)	Total	16,437	26,554 (+10,107) 39%	Current Population		Forecasted Population	Leixlip	15,504	19,794 (+ 4290) + 27%	Celbridge	20,228	22,801	Maynooth	14,585	18,996	Total	50,317	61,591 + 11,272 or 22%	Currently using Bus/Rail		Projected to use Bus/Rail	Leixlip	1489	2321 (+ 55%)	Celbridge	1457	2071 (+ 42%)	Maynooth	1291	1676 (+ 30%)	Total	4237	6068 (+1831) +43%	Projected increase in Commuters using Road network (not Buses) for work			Currently using Roads		Projected to use Roads	Leixlip	4790	7776 (+ 62%)	Celbridge	6906	9753 (+ 41%)	Maynooth	4005	5363 (+ 34%)	Total	15691	22892 (+ 7201) +54%
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		<ul style="list-style-type: none"> • Strategic Transport Assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire Local Area Plan; • Irish Water is currently undertaking studies to prepare a Drainage Area Plan (DAP) and model for the Leixlip area. The delivery of the LAP at Confey in accordance with the Urban Design Framework for these lands will require the cooperation of Irish Water. No agreement is in place with Irish water. • Contrary to the MASP which clearly states "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; " • No funding for infrastructure. <p>Transport</p> <ul style="list-style-type: none"> • Objective MT3.11, no Traffic Impact Assessments (TIA) have been completed for this KDA; • RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) referred to no more than 250 houses should be built on these lands with the upgrading of Cope Bridge. <p>Environmental Concerns</p> <ul style="list-style-type: none"> • Protected structures are part of this development with no plan as to how they will actually be protected; • Groundwater in this area highly vulnerable with sections of extreme vulnerability, no ecological analysis has been completed on the effects of this proposal; • MT1.4 No ecological analysis has been completed on the effects of this proposal; • Confey historical / future flooding risk has been clearly identified. The LAP has no on-site flood risk analysis completed. No criteria offered to show what scale or nature of a development would warrant an on-site flood risk analysis. <p>Housing</p> <ul style="list-style-type: none"> • 1350 units for which there is little or no local demand; • Cost of the housing units in this development will make the vast majority of the properties on offer outside the reach of the local population; • The submission states that the housing is being used to solve a housing issue in Dublin;

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		<p>Amenity Concerns</p> <ul style="list-style-type: none"> • Contrary to S8, which commits the council to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use. The KDA is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Confey area; • Proposed development does not respect the setting of the subject lands; • Proposed development opens up the possibility of further encroachment into the adjacent farmlands for future development; • Proposed development is contrary to the Environmental Report, which clearly states the loss of open space, and amenity use could also be considered to have the potential to give rise to negative effect on population and human health; • Development will destroy a Strategic Open Space and a Key Green Infrastructure area; • Trees, hedgerows and grasslands are being removed in this plan, which is contrary to the council's, own policies. <p>Transportation Concerns</p> <ul style="list-style-type: none"> • LAP provides no Road link to M4 or M3 and no plans in place to deliver same; • The submission is concerned over the additional traffic from the KDA and the impact on the area and the Main Street; • Development will cause massive increases in pollution and increased noise levels; • Development proposes two-pedestrian/cycle bridges at Glendale & River Forest. The design and scale are unknown. • Result in loss of green areas to path / cycle ways; • Overlooking of existing homes in close proximity to the bridges is also a serious issue for residents. The scale of these bridges will negatively affect both the existing skyline and general visual aspect of these areas; • Criminals can target both sides of bridges; • Negative impact on residents in River Forest, Glendale, Glendale Meadows, Newtown, Avondale, St Mary's Park, Mill Lane and Ryevale Lawns as they are exposed to through pedestrian and cycle traffic from this

Sub. No.	Name	Summary of Submission
		<p>development which is being routed through their estates;</p> <ul style="list-style-type: none"> • The required compulsory purchase of long term residents homes to facilitate the new street does not even warrant a mention and will be resisted strongly by both the individual families and residents generally; • Availability of trains, the capacity of the rolling stock, the frequency of the trains, the usage levels that are currently in play and are all matters that are straining the existing train service; • People will only use trains if they are available, comfortable, on time, travelling to locations they wish to go, clean, have adequate seating, high quality WIFI, are priced competitively, within short walking distance of their homes and facilitated by adequate free parking; • The current and proposed future situation meets none of the criteria that will encourage and ensure high volume usage of the rail service; • Park and ride facility will not be close enough to the train station to encourage use particularly during inclement weather; • A max 50 spaces is ridiculous and an area of at least 400 spaces would be required; • Currently train users are parking outside people’s homes in Glendale and other adjacent estates from early morning until late evening which is the source of ongoing inconvenience to the residents; • The location, scale and identity of the Confey development lands within the framework are apparently to take into account the presence and proximity to the rail line and the future DART expansion programme. The mere proximity to rail line is no basis for anything; • The plan is presuming that the future residents will predominately want to travel on the line. In reality the new residents will want to commute in a multidirectional radial route system which simply means the existing road infrastructure will be absolutely overloaded; • The future expansion of the Dart will not be within the timeframe of the development plan and therefore no development should proceed until the completion of the upgraded service; • Unless the road and other network is committed or in place to allow more development proceed will be disastrous for the town and the entire area; • Should any development go ahead no construction traffic is allowed use the Captain’s Hill. <p>Confey GAA</p> <ul style="list-style-type: none"> • Plan includes the removal of the sporting and social heart of our community Confey GAA – no details of

Sub. No.	Name	Summary of Submission
		<p>alternative to be provided;</p> <ul style="list-style-type: none"> • The submission suggests relocating the pitches to residential Area 5 as this would retain the clubhouse; • The submission suggests in relation to the suggestion is that (LAP) & (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. How long will this take? to the south and west c. 1 acre of our existing cemetery, has no merit until the problem of flooding is rectified; <p>New Park</p> <ul style="list-style-type: none"> • Plan includes a new Public park. A new park will be welcomed but we already have issues with the maintenance and upkeep of St. Catherine's Park. If we cannot get the issues resolved with our existing park after almost 20yrs where is funding for the upkeep of this new park. The upkeep and grass cutting is left with the local Confey Soccer and GAA to maintain. <p>Ministerial Direction</p> <ul style="list-style-type: none"> • Draft LAP only provides a preliminary design guide for the future development of lands. The requirement by ministerial order is to provide a master plan; • Revised Draft Leixlip Local Area Plan shall be published not later than 6 months following the issuing of a Direction." Provided more than a year later – Breach of timeframe so the council are in fact operating ultra vires; <p>Various Concerns in the submission</p> <ul style="list-style-type: none"> • negative impact of the value of existing properties as incentives offered; • Draft LAP proposes phasing/sequencing programme to enable & ensure adequate infrastructure is provided alongside new development. The actual detail in the draft provides no assurance that this development will in fact take place in tandem with the required infrastructure being put in place; • 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. No commitment to actually provide anything; • housing element which is developer funded, new community will then have to fight to get the required infrastructure to match the needs; • The submission objects to the encouraging a strong night time economy in Leixlip, residents wish to go to

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		<p>bed at night, Leixlip not Paris, no demand to turn Leixlip into the Temple Bar with antisocial behaviours;</p> <ul style="list-style-type: none"> • The plan does not harmonise with or enhance the existing built and natural environment of Confey; • The plan does not provide the conservation plans re Confey graveyard and archaeology sites of interest in the area. • Proposed building heights out of line with the character, current build and natural landscape. <p>The submission states that no specific provision has been made in the Draft LAP for the following:</p> <ul style="list-style-type: none"> • A swimming pool site, a civil building with theatre or performance space, homes for the elderly/retired – 25% of Leixlip population 55+, affordable homes, social housing, a Sensory Garden, crèche facilities, • Adequate parking in the village, train stations or the proposed new Confey development. • Maintaining existing estates, green areas or new developments. • Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty - witnessed the power cuts, water leaks and ongoing stench in the middle of our town from the existing systems. • Nothing included to deal with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC. <p>Primary Care Centre</p> <ul style="list-style-type: none"> • Location in Collinstown is not suitable to stakeholders – young, old and infirm and without transport. A location central to the town and on a public transport route is critical; <p>Summary</p> <ul style="list-style-type: none"> • In summary the submission states Leixlip should have a plan that deals with the issues already facing the town as it stands rather than looking to expand; • Expansion as set out in the Draft LAP will make the existing and future situation intolerable far worse; • Critical that sympathetic and innovative planning takes place with adequate infrastructure provided in a timely manner to support same; • The scale of any future development should match the communities natural expansion requirements not aim at a number just to satisfy a strategic policy that is very distant from the residents of Leixlip who are the primary stakeholders in our town.

Sub. No.	Name	Summary of Submission
51	Paul Brooks	This submission relates to various aspects of the Draft LAP. The submission raises the same issues as Submission 50(a). Please see Submission 50(a) for summary.
52	Julia Healy Cunningham	<p>Public Transport:</p> <ul style="list-style-type: none"> Not enough detail on what public transport will be required once all the homes are built and when public transport will be available. No detail on frequency and spaces available on plans for BusConnects and DART <p>Road and Street Network:</p> <ul style="list-style-type: none"> Note that a road will be completed through HP lands connected R404 to the motorway prior to the development of Celbridge Road East KDA. But unclear how the delivery of this road would be enforced <p>Celbridge Road East KDA:</p> <ul style="list-style-type: none"> Nothing in the LAP to explain adjustment of density of the site from 30 to 35 units per hectare. Concerned that this is because the size of land available is reduced so to hit a predetermined housing target, density was increased. This isn't sustainable development and submission questions how this would be of benefit to the local community. The LAP for this site promises a reduction in land height but doesn't explain how this would be achieved. This show no surveys were carried out isn't effective planning <p>Black Avenue KDA:</p> <ul style="list-style-type: none"> Ridiculous to plan that many homes in that area and expect the road network to support it. This will force the Council to build a road through St. Catherine's Park to support the development.
53	Allan Healy Cunningham	<ul style="list-style-type: none"> The LAP fails to deliver on its promise to 'plan' a supportive road network for the developments in Leixlip and especially the Confey development. No actual plans to build or improve and no start or end dates either. Celbridge Road KDA was voted against by 40/40 Councillors to be dropped from previous iteration of the LAP. It is included again with little change which isn't representative of the needs of wants of the community.
54(a)	Catherine Fallon	<p>The submission relates to the Black Avenue Key Development Area (KDA).</p> <p>General</p> <ul style="list-style-type: none"> Reinstate the previous objective removed from plan - '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.'

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		<ul style="list-style-type: none"> • The council is now in fact proposing a road into the park to facilitate a major housing development at Black Avenue; • In 2017 - 1021 submissions regarding protection of St. Catherine’s Park from road development; • Unanimously backed Material Alterations removed this Key Development Area from the last Local Area Plan; • KDA is facilitating large residential development of at least 350 units for which there is no demand; <p>Infrastructure</p> <ul style="list-style-type: none"> • Contrary to S6 – “To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure”; • Town’s infrastructure is already strained; • Limited capacity at the water treatment works. Improvement works earliest will take place is Q4 – 2022; • Contrary to the MASP which clearly states "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; <p>Drainage and Flood Risk</p> <ul style="list-style-type: none"> • Groundwater in this area highly vulnerable with sections of extreme vulnerability, no ecological analysis has been completed on the effects of this proposal; • No commitment to on-site flood risk analysis; <p>Heritage, Landscape and Amenity</p> <ul style="list-style-type: none"> • Proposed development is contrary to S8, which commits the council to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use - KDA threatening and destroying natural heritage, high quality amenity areas and other green spaces in St. Catherine’s Park; • No positive impact on the park, car park facilities will be reduced, proposed development does not respect the setting, opens up the possibility of further encroachment into the existing park for future development, • Contrary to the Environmental Report, which clearly states the loss of open space, and amenity use could also be considered to have the potential to give rise to <u>negative effect on population and human health.</u>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Will destroy a Strategic Open Space and 'Key' Green Infrastructure areas; • No new linear park is being provided along Black Avenue. The existing linear park which starts at the entrance from the Mill Lane is in affect being reduced and many of its original features – trees, hedgerows and grasslands being removed contrary to the council's own policies; <p>Transport</p> <ul style="list-style-type: none"> • Connectivity via Mill Lane to R148 will be a nightmare for residents due to increased traffic volume, sightlines, narrow road, poor pedestrian walkways and traffic delays; • Negative impact on traffic flow through Main Street; • Existing residents Health and Safety is being put at risk due to the traffic implications to response times from Emergency services i.e. Fire Brigade which is located in Mill Lane; • Egress route from this development is through the car park in St. Catherine's Park, which opens the park to 24/7 vehicular traffic; • Proposed development is contrary to MT3.8 "To ensure that any significant new development takes place in proximity to public transport routes and can be adequately served by the road network." The Black avenue proposal has no public transport route and no road network. • No Traffic Impact Assessments (TIA) has been included for this KDA; <p>Environmental Impact</p> <ul style="list-style-type: none"> • Loss of biodiversity through the destruction of woodlands at hill area of the Black Avenue, as the roadway will need to widen to allow two-way traffic; • Development will cause massive increases in pollution, increased noise levels, and illegal dumping; • Development will destroy hedgerows, exiting trees and parklands with five additional pedestrian entrances being created to the park and Glendale Meadows; <p>Various Issues</p> <ul style="list-style-type: none"> • Development facilitates anti-social behaviours and easier entrance and exit for criminals to the existing residential areas bordering the area; • Proposal has been rejected on two previous occasions by the council; • Negative impact of the value of existing properties.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • This submission states that photographs were attached to the submission however none were attached. • The submission also states that it obvious from both the information day and the plan itself that whoever was the author of this proposal has no sense of the place or of the existing community.
54(b)	Catherine Fallon	<p>The submission relates to Celbridge Road East Key Development Area (KDA):</p> <p>General</p> <ul style="list-style-type: none"> • Unanimously backed Material Alterations removed this Key Development Area from the last Local Area Plan; • Proposal has been rejected previously by the council and is simply included to facilitate a private landowner who has landlocked grassland to convert same into a massive financial profit; • Future generations will thank Kildare County Councillors for saving this vital, historical estate; • Development will have a very negative impact of the value of existing properties, as it will offer new incentivized alternatives to persons looking to move into the town thereby undermining the value of existing secondhand homes, which are subject to stamp duty. <p>Infrastructure</p> <ul style="list-style-type: none"> • Proposed development is contrary to S6 – “To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure”; • Town’s infrastructure is already strained; • Limited capacity at the water treatment works. Improvement works earliest will take place is Q4 – 2022; <p>Transport</p> <ul style="list-style-type: none"> • Contrary to the MASP which clearly states "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; " • Connectivity via Celbridge road will be a nightmare for residents due to increased volumes of traffic combined with the adjacent Wonderful Barn development of (450) units; • No Road link to M4 - no plans in place to deliver same; • Negative impact on traffic flow through Main Street;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Proposal will have negative impact on residents in Leixlip Park, Celbridge Road, Highfield Park, as they are exposed to through pedestrian and cycle traffic from this development; <p>Drainage and Flood Risk</p> <ul style="list-style-type: none"> • Groundwater in this area highly vulnerable with sections of extreme vulnerability, no ecological analysis has been completed on the effects of this proposal; • No commitment to on-site flood risk analysis; • KDA is facilitating large residential development of at least 355 units for which there is no demand; <p>Heritage, Landscape and Amenity</p> <ul style="list-style-type: none"> • Proposed development is contrary to S8, which commits the council to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use. The KDA is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Guinness estate; • Proposed development does not respect the setting of the subject lands; • Proposed development opens up the possibility of further encroachment into the existing Guinness estate for future development; • Proposed development is contrary to the Environmental Report, which clearly states the loss of open space, and amenity use could also be considered to have the potential to give rise to <u>negative effect on population and human health</u>; • Development will destroy a Strategic Open Space that forms part of the green corridor in the Leixlip area; • Proposed development would destroy areas of the Guinness estate, which is considered to be one of the most important or 'Key' Green Infrastructure areas (as well as their associated habitats) in our town; • The walled area and demesne should be protected; • Many of its original features – trees, hedgerows and grasslands are being removed contrary to the council's own policies; • Development will cause massive increases in pollution and increased noise levels; • Development will destroy hedgerows, exiting trees and parklands with six additional pedestrian entrances being created to the development. Two were previously removed from LAP due to health and safety

Sub. No.	Name	Summary of Submission
		<p>concerns, 1 requires major engineering to scale a 100 foot cliff and 1 requires unlimited access to the grounds of Leixlip Castle;</p> <p>Technical Detail</p> <ul style="list-style-type: none"> • Height of land - LAP is vague and allows for misinterpretation by developers; • Detail is ambiguous “generally 2 stories in height” does this allow for apartment blocks? Figure 12.2 - 2 sets of residential units similar to apartment blocks; • Proposal facilitates anti-social behaviours and easier entrance and exit for criminals to the existing residential areas bordering the development area;
55	Laura Lynch	<ul style="list-style-type: none"> • There are not enough facilities for Leixlip now never mind the thousands of new houses. Community has sought for many years to get a swimming pool for Leixlip. Surely Leixlip should be considered for this.
56	Caroline Kiernan	<ul style="list-style-type: none"> • Wish to lodge objection to funding for swimming pool in Maynooth. Leixlip needs this facility • Any plans to put a road through St. Catherine’s Park or move Confey GAA Club are disgraceful and submission objects to these plans as they are the only amenities in Confey.
57	Michael Reilly	This submission is the same as Submission 56. Please see Submission 56 for summary.
58	Desmond Kiernan	This submission is the same as Submission 56. Please see Submission 56 for summary.
59	Marie Kiernan	This submission is the same as Submission 56. Please see Submission 56 for summary.
60(a)	Irene Archbold	This submission relates to Black Avenue Key Development Area. The submission raises the same issues as Submission 54(a). Please see Submission 54(a) for summary.
60(b)		This submission relates to the Urban Design Framework for Confey. The submission raises the same issues as Submission 50(b). Please see Submission 50(b) for summary.
60(c)		The submission relates to Celbridge Road East KDA. The submission raises the same issues as Submission 54(b). Please refer to 54(b) for summary.

Sub. No.	Name	Summary of Submission
61	Noreen Barrett	<ul style="list-style-type: none"> Leixlip needs a swimming pool and has been waiting for years for this facility. With all the new families moving to Leixlip, very important that Leixlip has a community swimming pool.
62(a)	Valerie Colton	This submission relates to Black Avenue Key Development Area. The submission raises the same issues as Submission 54(a). Please see Submission 54(a) for summary.
62(b)		<p>This submission relates to the Urban Design Framework for Confey. The submission raises the same issues as Submission 50(b). Please see Submission 50(b) for summary.</p> <ul style="list-style-type: none"> Also includes reference to the RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) which was part of the original LAP but subsequently left out of the redrafted LAP. Nothing has changed in relation to these lands since this report was completed which referred to no more than 250 houses being built on these lands with the upgrading of Cope bridge. Submission also includes reference to potential flooding from underground springs at the cemetery at Confey
62(c)		The submission relates to Celbridge Road East KDA. The submission raises the same issues as Submission 54(b). Please refer to 54(b) for summary.
63	Margaret Dolan	Please consider a swimming pool as all children should have a pool where they can learn life saving swimming lessons.
64(a)	Claire Grogan	This submission relates to Black Avenue Key Development Area. The submission raises the same issues as Submission 54(a). Please see Submission 54(a) for summary.
64(b)		This submission relates to various aspects of the Draft LAP. The submission raises the same issues as Submission 50(a). Please see Submission 50(a) for summary.
65(a)	Noel Aarchbold	<p>This submission relates to the Urban Design Framework for Confey. The submission raises the same issues as Submission 50(b). Please see Submission 50(b) for summary.</p> <ul style="list-style-type: none"> Also includes reference to the RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) which was part of the original LAP but subsequently left out of the redrafted LAP. Nothing has changed in relation to these lands since this report was completed which referred to no more than 250

Sub. No.	Name	Summary of Submission
		houses being built on these lands with the upgrading of Cope bridge.
65(b)		<ul style="list-style-type: none"> Submission also include reference to potential flooding from underground springs at the cemetery at Confey <p>The submission relates to Celbridge Road East KDA. The submission raises the same issues as Submission 54(b). Please refer to 54(b) for summary.</p>
66(a)	Jennifer Wulliamoz	This submission relates to Black Avenue Key Development Area. The submission raises the same issues as Submission 54(a). Please see Submission 54(a) for summary.
66(b)		<p>This submission relates to the Urban Design Framework for Confey. The submission raises the same issues as Submission 50(b). Please see Submission 50(b) for summary.</p> <ul style="list-style-type: none"> Also includes reference to the RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) which was part of the original LAP but subsequently left out of the redrafted LAP. Nothing has changed in relation to these lands since this report was completed which referred to no more than 250 houses being built on these lands with the upgrading of Cope bridge. Submission also include reference to potential flooding from underground springs at the cemetery at Confey
67	Deirdre Moran Lenehan	<ul style="list-style-type: none"> Confey is not the right location for new development. Traffic is a nightmare and Cope Bridge can't cope. Submission states that at times, they cannot get and in and out of their house because of the traffic and considers that the widening of Cope Bridge will not alleviate the issues.
68	Naomi Mulvaney	<ul style="list-style-type: none"> Leixlip needs a swimming pool. Disgraceful that Maynooth is getting a second swimming pool.
69	Patrick Wulliamoz	<p>This submission relates to the Urban Design Framework for Confey. The submission raises the same issues as Submission 50(b). Please see Submission 50(b) for summary.</p> <ul style="list-style-type: none"> Also includes reference to the RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) which was part of the original LAP but subsequently left out of the redrafted LAP. Nothing has changed in relation to these lands since this report was completed which referred to no more than 250 houses being built on these lands with the upgrading of Cope bridge. Submission also include reference to potential flooding from underground springs at the cemetery at Confey
70	Jelena Vilminska	<ul style="list-style-type: none"> Leixlip badly needs a swimming pool. Have been promised one for some time.

Sub. No.	Name	Summary of Submission
71(a)	Rosaleen Toland	<p>This submission relates to the Urban Design Framework for Confey. The submission raises the same issues as Submission 50(b). Please see Submission 50(b) for summary.</p> <ul style="list-style-type: none"> • Also includes reference to the RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) which was part of the original LAP but subsequently left out of the redrafted LAP. Nothing has changed in relation to these lands since this report was completed which referred to no more than 250 houses being built on these lands with the upgrading of Cope bridge. • Submission also include reference to potential flooding from underground springs at the cemetery at Confey
71(b)		<p>The submission relates to Celbridge Road East KDA. The submission raises the same issues as Submission 54(b). Please refer to 54(b) for summary.</p>
71(c)		<p>This submission relates to Black Avenue Key Development Area. The submission raises the same issues as Submission 54(a). Please see Submission 54(a) for summary.</p>
72(a)	Eoin Toland	<p>This submission relates to Black Avenue Key Development Area. The submission raises the same issues as Submission 54(a). Please see Submission 54(a) for summary.</p>
72(b)		<p>This submission relates to the Urban Design Framework for Confey. The submission raises the same issues as Submission 50(b). Please see Submission 50(b) for summary.</p> <ul style="list-style-type: none"> • Also includes reference to the RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) which was part of the original LAP but subsequently left out of the redrafted LAP. Nothing has changed in relation to these lands since this report was completed which referred to no more than 250 houses being built on these lands with the upgrading of Cope bridge. • Submission also include reference to potential flooding from underground springs at the cemetery at Confey
72(c)		<p>The submission relates to Celbridge Road East KDA. The submission raises the same issues as Submission 54(b). Please refer to 54(b) for summary.</p>
73(a)	Liam Toland	<p>This submission relates to Black Avenue Key Development Area. The submission raises the same issues as Submission 54(a). Please see Submission 54(a) for summary.</p>
73(b)		<p>This submission relates to the Urban Design Framework for Confey. The submission raises the same issues as Submission 50(b). Please see Submission 50(b) for summary.</p> <ul style="list-style-type: none"> • Also includes reference to the RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) which was part of the original LAP but subsequently left out of the redrafted LAP. Nothing has

Sub. No.	Name	Summary of Submission
		<p>changed in relation to these lands since this report was completed which referred to no more than 250 houses being built on these lands with the upgrading of Cope bridge.</p> <ul style="list-style-type: none"> Submission also include reference to potential flooding from underground springs at the cemetery at Confey
73(c)		<p>The submission relates to Celbridge Road East KDA. The submission raises the same issues as Submission 54(b). Please refer to 54(b) for summary.</p>
74	Paul Bernard	<ul style="list-style-type: none"> Object to plans for housing on lands to the rear of Leixlip Park
75	Barbara O'Leary	<ul style="list-style-type: none"> A swimming pool is badly needed.
76	Lesley Daniels	<ul style="list-style-type: none"> Objects to the planned building of over 3,000 houses. There is significant traffic congestion, further housing will lead to more traffic and without further road widening, will worsen this situation. The rail stations are in remote parts of Leixlip, they along with existing us services are at capacity. Planned housing for St. Catherine's Park would take away park land. At present there is a lack of Educate Together School and the secondary schools are insufficient for the present population as are facilities for Health care, Nursing Homes, Primary Care Facilities. Further housing should not be considered. The entire area will become even more grid locked, at present it can take up to an hour and a half to get into the city by car in the morning and the same getting home. Facilities must be built before more houses.
77	Donal Toland	<p>Refers to an attached submission (not included)</p> <ul style="list-style-type: none"> The proposed LAP does not look at the real impact it will have on the current and future people in Leixlip. LAP refers to the development of units not of homes, integration into a village life style which will have been destroyed to create an illusion of a future. Aspirations for the infrastructure and amenities referred to in the LAP cannot be guaranteed. There is a lack of real vision. The need for homes is noted but these must be planned and developed in a way that respects the wishes of all.
78	Jessica Wilson	<ul style="list-style-type: none"> The submission requests a swimming pool for Leixlip

Sub. No.	Name	Summary of Submission
79	Sean Gleeson	<ul style="list-style-type: none"> Leixlip is in urgent need of a swimming pool
80	Mary Brennan	<ul style="list-style-type: none"> A lot of houses are planned without proper infrastructure
81	Ciara Graham	<ul style="list-style-type: none"> The submission requests a swimming pool for Leixlip
82 (a)	Jackie Flanagan	This submission relates to Black Avenue KDA, the issues raised are the same as submission 54(a). Please refer to submission 54(a) for summary.
82(b)		This submission relates to Confey UDF, the issues raised are the same as 50(b). Please refer to submission 50(b) for summary.
82(c)		This submission relates to Celbridge Road East KDA. It raises the same issues as 54(b). Please refer to submission 54(b) for summary.
83(a)	Dessie Sheehan	This submission relates to Black Avenue KDA. It raises the same issues as 54(a). Please refer to submission 54(a) for summary.
83(b)		This submission relates to Confey UDF, it raises the same issues as 50(b). Please refer to submission 50(b) for summary.
83(c)		This submission relates to Celbridge Road East KDA, it raises the same issues as 54(b). Please refer to submission 54(b) for summary.
84	Dessie Sheehan	This submission comprises the cover form submitted in respect of submissions 83a, 83b and 83c.
85	Laurence Downes	<ul style="list-style-type: none"> Objects to the Celbridge Road East rezoning for development
86	Deirdre Durran	<ul style="list-style-type: none"> A swimming pool is vital for Leixlip
87	Marguerita Gibbons	<ul style="list-style-type: none"> Does not agree with the building of houses in Confey, Leixlip until proper facilities are available for the new people coming into the town.
88	Joe O'Connor	<ul style="list-style-type: none"> Development being driven by Kildare Co Councils desire to deliver 3,315 new homes for Leixlip, the quality of land and infrastructure is of secondary concern. The Council hasn't sorted out the sewerage problem that keeps recurring in Leixlip.
89(a)	Mary Devaney	This submission relates to Black Avenue KDA, it raises the same issues as 54(a). Please refer to submission 54(a) for summary.

Sub. No.	Name	Summary of Submission
89(b)		This submission relates to Confey UDF, it raises the same issues as 50(b). Please revert to submission 50(b) for summary.
89(C)		This submission relates to Celbridge Road East KDA, it raises the same issues as submission 54(b). Please revert to submission 54(b) for summary.
90(a)	Sean Devaney	This submission relates to Black Avenue KDA, it raises the same issues as submission 54(a). Please revert to submission 54(a) for summary.
90(b)		This submission relates to Confey UDF, it raises the same issues as submission 50(b). Please revert to submission 50(b) for summary.
90(c)		This submission relates to Celbridge Road East KDA, it raises the same issues as submission 54(b). Please revert to submission 54(b) for summary.
91(a)	Brian Archibold	This submission relates to Back Avenue KDA, it raises the same issues as submission 54(a). Please revert to submission 54(a) for summary.
91(b)		This submission relates to Confey UDF, it raises the same issues as 50(b). Please revert to submission 50(b) for summary.
91(c)		This submission relates to Celbridge Road East KDA, it raises the same issues as submission 54(b). Please revert to submission 54(b) for summary.
92(a)	Martin O'Sullivan	This submission relates to Confey UD, it raises the same issues as 50(b). Please revert to submission 50(b) for summary
92(b)		This submission relates to Black Avenue KDA, it raises the same issues as submission 54(a). Please revert to submission 54(a) for summary.
92(c)		This submission relates to Celbridge Road East KDA, it raises the same issues as submission 54(b). Please revert to submission 54(b) for summary.
93(a)	Geraldine O'Sullivan	This submission relates to Black Avenue KDA, it raises the same issues as 54(a). Please refer to submission 54(a) for summary.
93(b)		This submission relates to Confey UDF, it raises the same issues as 50(b). Please revert to submission 50(b) for summary.

Sub. No.	Name	Summary of Submission
93(c)		This submission relates to Celbridge Road East KDA, it raises the same issues as submission 54(b). Please revert to submission 54(b) for summary.
94	Mary Jordan	<ul style="list-style-type: none"> Leixlip requires a swimming pool.
95(a)	Fiona Hearty	These submissions relate to Black Avenue KDA, they raise the same issues as submission 54(a). Please revert to submission 54(a) for summary.
95(b)		These submissions relate to Celbridge Road East KDA, they raise the same issues as submission 54(b). Please revert to submission 54(b) for summary.
95(c)		These submissions relate to various aspects of the LAP, they raise the same issues as submission 50(a). Please revert to submission 50(a) for summary.
96(a)	Mary Hearty	These submissions relate to Black Avenue KDA, they raise the same issues as submission 54(a). Please revert to submission 54(a) for summary.
96(b)		These submissions relate to Celbridge Road East KDA, they raise the same issues as submission 54(b). Please revert to submission 54(b) for summary.
96(c)		These submissions relate to various aspects of the LAP, they raise the same issues as submission 50(a). Please revert to submission 50(a) for summary.
97(a)	Mark Maguire	This submission relates to Black Avenue KDA, it raises the same issues as 54(a). Please revert to submission 54(a) for summary.
97(b)		This submission relates to Celbridge Road East KDA, it raises the same issues as submission 54(b). Please revert to submission 54(b) for summary.
97(c)		This submission relates to various aspects of the LAP, it raises the same issues as submission 50(a). Please revert to submission 50(b) for summary.
98(a)	Aoife Devaney	These submissions relate to Black Avenue KDA, they raise the same issues as submission 54(a). Please revert to submission 54(a) for summary.
98(b)		These submissions relate to Confey UDF, they raise the same issues as submission 50(b). Please revert to submission 50(b) for summary.
98(c)		These submissions relate to Celbridge Road East KDA, they raise the same issues as submission 54(b). Please revert to submission 54(b) for summary.

Sub. No.	Name	Summary of Submission
99(a)	Sean Devaney	These submissions relate to Black Avenue KDA, they raise the same issues as submission 54(a). Please revert to submission 54(a) for summary.
99(b)		These submissions relate to Confey UDF, they raise the same issues as submission 50(b). Please revert to submission 50(b) for summary.
99(c)		These submissions relate to Celbridge Road East KDA, they raise the same issues as submission 54(b). Please revert to submission 54(b) for summary.
100	Ann Field	<ul style="list-style-type: none"> • Requests addition of wording previously agreed by 40 Councillors to protect St Catherine's Park from road development. • Refers to the TII Enhancing Motorway Operation Services M50 Resilience between M50 N4 and associated Scoping Studies & Potential New Link Routes. Considers that it would have implications for St. Catherine's Park as 4 of the 11 proposed routes go through it. These also require provision of a bridge over the River Liffey and a road over the existing (soon to be electrified) rail line, the Royal Canal and road. The provision of bridges on the parkland would be detrimental in terms of environmental and visual impact and result in anti-social/crime issues. St. Catherine's Park is a Regional park on the same level as St. Stephen's Green and deserves the same protection. • Requests a centre for Creativity/Art to cater for young and old. • Considers that Collinstown should be included in the residential development as it is close to existing employment i.e. Intel and has access to the N4. It would also relieve pressure on other areas. Development was previously agreed and designated at this location under the previous LAP. • Requests provision of a tourist information centre and a small museum commemorating the town's links to the Guinness brewery, the history of how Leixlip got its name 'Salmon Leap' and the inclusion of the Liffey ascent. • Environmental Improvements to the Main St area has been suggested. These include: repairs to footpaths, CPO of vacant buildings for residential use, placement of benches around the area, tree planting and at least one drinking water fountain. • The former ESB shop is an eyesore and should be addressed.
101	Angela Killalea	<p>The submission relates to various aspects of the Draft LAP for Leixlip.</p> <ul style="list-style-type: none"> • The submission states that it is policy of the Plan to provide a minimum 3,315 new housing units in Leixlip,

Sub. No.	Name	Summary of Submission
		<p>achieved by increasing housing unit densities at Key Development Areas and inserting new Key Development Areas into the Plan without any documented acceptable reasoning or demand to justify these decisions;</p> <ul style="list-style-type: none"> • Delivery of the target may extend beyond the life of the plan up to 2029 therefore setting out up to ten years construction traffic and work in Leixlip; • Should not be rezoning land that won't be developed within the lifecycle of this LAP; • LAP fails to provide a Master Plan as directed by ministerial order; • Key Development Areas that were removed from the last Local Area Plan have been included again without any reasoned argument to support same; • Previous objective removed from Plan - '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; • Complete "U" turn; • Now proposing a road into the park to facilitate a major housing development at Black Avenue • Despite 1021 submissions in 2017 regarding protection of St. Catherine's Park from road development. To totally ignore the people is dictatorial and undemocratic. <p>The submission states that no specific provision has been made in the Draft LAP for the following:</p> <ul style="list-style-type: none"> • A swimming pool site, a civil building with theatre or performance space, homes for the elderly/retired – 25% of Leixlip population 55+, affordable homes, social housing, a Sensory Garden, charging points for electric vehicles. • Adequate parking in the village, train stations or the proposed new Confey development. • Maintaining existing estates, green areas or new developments. • Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty - witnessed the power cuts, water leaks and ongoing stench in the middle of our town from the existing systems. • Nothing included to deal with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC. <p>The Primary Care Centre</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Location in Collinstown is not suitable to stakeholders – young, old and infirm and without transport. A location central to the town and on a public transport route is critical. <p>National Planning Framework</p> <ul style="list-style-type: none"> • Development will be achieved through infill and Brownfield development rather than an over-reliance on greenfield, edge of town development; • The LAP as proposed does the opposite; • Brownfield option at the HP site that should be used to resolve the current and future housing requirements of the town; • This site already also has access to the motorway system. <p>Infrastructure</p> <ul style="list-style-type: none"> • Deal with existing problems; • Required infrastructure upgrades in advance of any new development; • Shows total lack of appreciation of the current problems the town faces and disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments; • Plan does not adequately factor in the major expansion of Intel’s impact on our existing transport infrastructure. <p>Growth</p> <ul style="list-style-type: none"> • Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification. • The submission provides details on the current residential homes, current population and those currently using bus/rail and the planned increase in houses, forecasted population and projected to use bus/rail

Sub. No.	Name	Summary of Submission																																																
		<table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">Current Residential Homes</td> <td style="width: 50%; text-align: center;">Planned Increase</td> </tr> <tr> <td>Leixlip 5219</td> <td>8534 (+3315) + 38%</td> </tr> <tr> <td>Celbridge 6544</td> <td>9794 (+3250)</td> </tr> <tr> <td>Maynooth 4674</td> <td>8216 (+3542)</td> </tr> <tr> <td>Total 16,437</td> <td>26,554 (+10,107) 39%</td> </tr> <tr> <td colspan="2" style="text-align: center;"> </td> </tr> <tr> <td style="text-align: center;">Current Population</td> <td style="text-align: center;">Forecasted Population</td> </tr> <tr> <td>Leixlip 15,504</td> <td>19,794 (+ 4290) + 27%</td> </tr> <tr> <td>Celbridge 20,228</td> <td>22,801</td> </tr> <tr> <td>Maynooth 14,585</td> <td>18,996</td> </tr> <tr> <td>Total 50,317</td> <td>61,591 + 11,272 or 22%</td> </tr> <tr> <td colspan="2" style="text-align: center;"> </td> </tr> <tr> <td style="text-align: center;">Currently using Bus/Rail</td> <td style="text-align: center;">Projected to use Bus/Rail</td> </tr> <tr> <td>Leixlip 1489</td> <td>2321 (+ 55%)</td> </tr> <tr> <td>Celbridge 1457</td> <td>2071 (+ 42%)</td> </tr> <tr> <td>Maynooth 1291</td> <td>1676 (+ 30%)</td> </tr> <tr> <td>Total 4237</td> <td>6068 (+1831) +43%</td> </tr> <tr> <td colspan="2" style="text-align: center;"> </td> </tr> <tr> <td colspan="2" style="text-align: center;">Projected increase in Commuters using Road network (not Buses) for work</td> </tr> <tr> <td style="text-align: center;">Currently using Roads</td> <td style="text-align: center;">Projected to use Roads</td> </tr> <tr> <td>Leixlip 4790</td> <td>7776 (+ 62%)</td> </tr> <tr> <td>Celbridge 6906</td> <td>9753 (+ 41%)</td> </tr> <tr> <td>Maynooth 4005</td> <td>5363 (+ 34%)</td> </tr> <tr> <td>Total 15691</td> <td>22892 (+ 7201) +54%</td> </tr> </table> <ul style="list-style-type: none"> • Any development of Celbridge and Maynooth has a negative knock on impact on Leixlip as our road, bus and rail infrastructure as designed results in passengers and motorists being already in the system before the vehicles reach or pass through our town; • The ability of Leixlip residents to access the N4, bus and rail system is already affected by the scale of the exiting populations in Celbridge and Maynooth without any further development of these towns; • Once the developers get planning permission they will look to increase the densities to the max and therefore the total numbers are underestimated; • In reality the combined new build will double the size of the residential areas in north Kildare; • The numbers in the plan are very misleading in regard to the actual size of the development. The current situation at Wonderful barn and Westfield are live examples of this type of developer opportunism; 	Current Residential Homes	Planned Increase	Leixlip 5219	8534 (+3315) + 38%	Celbridge 6544	9794 (+3250)	Maynooth 4674	8216 (+3542)	Total 16,437	26,554 (+10,107) 39%	 		Current Population	Forecasted Population	Leixlip 15,504	19,794 (+ 4290) + 27%	Celbridge 20,228	22,801	Maynooth 14,585	18,996	Total 50,317	61,591 + 11,272 or 22%	 		Currently using Bus/Rail	Projected to use Bus/Rail	Leixlip 1489	2321 (+ 55%)	Celbridge 1457	2071 (+ 42%)	Maynooth 1291	1676 (+ 30%)	Total 4237	6068 (+1831) +43%	 		Projected increase in Commuters using Road network (not Buses) for work		Currently using Roads	Projected to use Roads	Leixlip 4790	7776 (+ 62%)	Celbridge 6906	9753 (+ 41%)	Maynooth 4005	5363 (+ 34%)	Total 15691	22892 (+ 7201) +54%
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		<ul style="list-style-type: none"> • This proposed LAP is contrary to S6 – “To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure”; • The towns infrastructure is already strained; • Limited capacity at the water treatment works. Improvement works earliest will take place is Q4 – 2022. <p>Environment</p> <ul style="list-style-type: none"> • No ecological analysis has been completed on the effects of this LAP; • The LAP has no on-site flood risk analysis completed. No criteria offered to show what scale or nature of a development will warrant an on-site flood risk analysis; • Proposed LAP is contrary to S8 which commits the council to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use. The LAP is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Leixlip; • Opens up the possibility of further encroachment into the adjacent farmlands, parks and private estates for future development; • Plan is contrary to the Environmental Report which clearly states the loss of open space and amenity use could also be considered to have the potential to give rise to negative effect on population and human health; • The LAP will destroy a Strategic Open Spaces that forms part of the green corridors in Leixlip and the surrounding area; • LAP will destroy ‘Key’ Green Infrastructure areas (as well as their associated habitats) in our town; • Many of the areas original features – trees, hedgerows and grasslands are being removed in this plan which is contrary to the council’s own policies; • Plan does not harmonise with or enhance the existing built and natural environment of Leixlip. • Some elements in the Leixlip Local Area Plan are regarded to give rise to adverse effects on the integrity of European Sites; • Extension to cemetery - no merit until the problem of flooding is rectified. • The LAP includes new public parks. This could be welcomed but we already have issues with the

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		<p data-bbox="622 284 1966 355">maintenance and upkeep of St. Catherine’s Park. These issues are unresolved with after 20yrs where is funding for the upkeep of these new parks;</p> <ul data-bbox="577 363 2000 635" style="list-style-type: none"> <li data-bbox="577 363 2000 475">• The LAP identifies serious potential impacts to Rye Water Valley, disturbance to habitats and species associated with the Rye Water, River Liffey pNHA through habitat loss and disturbance, underlying hydrological conditions and tufa springs; <li data-bbox="577 483 2000 635">• The KCC SEA Environmental Report indicates the LAP has potential significant negative effects on; local services and utilities- such as water supply and wastewater infrastructure and electricity demand; air quality, noise and climate- due to increased emissions & pollution; features of archaeological and architectural heritage; biodiversity, ecological, land and soil; the environment; human health & amenities. <p data-bbox="577 643 689 675">Housing</p> <ul data-bbox="622 683 2000 874" style="list-style-type: none"> <li data-bbox="622 683 2000 722">• Proposed expansion of housing in particular is completely out of line with the actual local demand; <li data-bbox="622 730 2000 794">• LAP is being proposed to solve a housing issue in Dublin by putting a disproportionate housing expansion into one of the finest towns in county Kildare; <li data-bbox="622 802 2000 874">• Building homes that are unaffordable will do nothing to help the younger residents of this area should they decide to put down roots in our town. <p data-bbox="577 882 667 914">Traffic</p> <ul data-bbox="577 922 2033 1193" style="list-style-type: none"> <li data-bbox="577 922 1462 962">• No road links to M4 or M3 and no plans in place to deliver same; <li data-bbox="577 970 2033 1034">• Additional traffic from this LAP will bring up to 5000 additional vehicles on to the local streets which are already experiencing traffic congestion at peak commute times and school start and finish times; <li data-bbox="577 1042 2033 1114">• The LAP will have very negative impact on traffic flow through Main Street and the entire local road network in the Leixlip area. <li data-bbox="577 1121 1776 1161">• This LAP will cause massive increases in pollution and increased noise levels in our town; <li data-bbox="577 1169 1585 1193">• No construction traffic is allowed use the Captain’s Hill or Celbridge roads; <p data-bbox="577 1201 846 1233">Ministerial Direction</p> <ul data-bbox="622 1241 2033 1393" style="list-style-type: none"> <li data-bbox="622 1241 2033 1313">• The submission states that the draft LAP only provides a preliminary design guide for the future development of lands. The requirement by ministerial order is to provide a master plan; <li data-bbox="622 1321 2033 1393">• Ministerial decision 6th Mar 2018 - "The revised Draft Leixlip Local Area Plan shall be published not later than 6 months following the issuing of a Direction." Provided more than a year later – Breach of

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		<p>timeframe so the council are in fact operating ultra vires.</p> <p>Accessibility</p> <ul style="list-style-type: none"> • The LAP proposes pedestrian/cycle routes throughout the town, design and scale are unknown; • Knock-on effect on existing residents will be very negative creating a flow of activity into settled residential areas that is unwanted and provides no benefit to the people living in these areas; • The submission states that overlooking and loss of green areas to path / cycle ways is a concern; • No proposal should be considered that facilitates anti-social behaviours and easier entrance and exit for criminals to the existing residential areas bordering the proposed new development areas. • Negative impact on residents in existing estates exposed to pedestrian and cycle traffic from new developments; • The required compulsory purchase of long term resident's homes to facilitate the new street does not even warrant a mention and will be resisted strongly by both the individual families and residents generally. <p>Transport</p> <ul style="list-style-type: none"> • Availability of trains, the capacity of the rolling stock , the frequency of the trains , the usage levels that are currently in play and are all matters that are straining the existing train service; • People will only use trains if they are available, comfortable, on time, travelling to locations they wish to go, clean, have adequate seating, high quality WIFI, are priced competitively, within short walking distance of their homes and facilitated by adequate free parking; • The current and proposed future situation meets none of the criteria that will encourage and ensure high volume usage of the rail service; • Park and ride facility will not be close enough to the train station to encourage use particularly during inclement weather; • A max. of 50 spaces is ridiculous and an area of at least 400 spaces would be required; • Currently train users are parking outside people's homes in Glendale and other adjacent estates from early morning until late evening which is the source of ongoing inconvenience to the residents; • The future expansion of the Dart will not be within the timeframe of the development plan and therefore no development based on an upgraded high quality train service should proceed until the

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		<p>completion of the upgraded service;</p> <ul style="list-style-type: none"> • The lack of commitment in the documentation is a major problem that undermines the entire plan. The suggestion is that (LAP) & (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. Unless the road and other network is committed or in place to allow more development proceed will be disastrous for the town and the entire area. <p>Various Issues</p> <ul style="list-style-type: none"> • LAP will have a very negative impact of the value of existing properties as it will offer new incentivized alternatives to persons looking to move into the town thereby undermining the value of existing second-hand homes which are subject to stamp duty; • The draft LAP proposes phasing/sequencing programme to enable & ensure adequate infrastructure is provided alongside new development. The actual detail in the draft provides no assurance that this development will in fact take place in tandem with the required infrastructure being put in place; • Lands will be reserved for the provision of various facilities with no commitment to actually provide anything - new community will then have to fight for decades to get the required infrastructure to match the needs; • Multiple infrastructural aspirations are included with no firm commitment of funding identified to deliver same - without a guaranteed funding steam is unfortunately not a plan that can deliver this infrastructure, it's simply a wish list; • The submission objects to the encouraging a strong night time economy in Leixlip, residents wish to go to bed at night, Leixlip not Paris, no demand to turn Leixlip into the Temple Bar with antisocial behaviours; • The plan does not provide the conservation plans for archaeology sites of interest in the town. • The submission states that development proposed is at a scale and height that is totally out of line with the character, current built and natural landscape in our town; • The back land regeneration off the main street should be used to solve the towns parking deficit, provide a primary care centre and locate some homes for the elderly; • The provisions for childcare are totally unsatisfactory for either the current of future population of the

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		<p>town.</p> <p>Summary</p> <ul style="list-style-type: none"> • In summary the submission states Leixlip should have a plan that deals with the issues already facing the town as it stands rather than looking to expand; • Expansion as set out in the Draft LAP will make the existing and future situation intolerable for our residents; • Critical that sympathetic and innovative planning takes place with adequate infrastructure provided in a timely manner to support same; • The scale of any future development should match the communities natural expansion requirements not aim at a number just to satisfy a strategic policy that is very distant from the residents of Leixlip who are the primary stakeholders in our town.
102	Thomas Killalea	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 101.
103 (a)	Shay Flanagan	<p>The submission relates to the Black Avenue Key Development Area (KDA).</p> <ul style="list-style-type: none"> • Reinstate the previous objective removed from plan - '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.' • The council is now in fact proposing a road into the park to facilitate a major housing development at Black Avenue; • In 2017 - 1021 submissions regarding protection of St. Catherine's Park from road development; • Unanimously backed Material Alterations removed this Key Development Area from the last Local Area Plan; • Contrary to S6 – "To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure"; • Town's infrastructure is already strained; • Limited capacity at the water treatment works. Improvement works earliest will take place is Q4 – 2022; • Contrary to the MASP which clearly states "The integration of transport and land use planning with significant new housing development to be focused at locations proximate to high quality public

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		<p>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; "</p> <ul style="list-style-type: none"> • Proposed development is contrary to MT3.8 "To ensure that any significant new development takes place in proximity to public transport routes and can be adequately served by the road network." The Black avenue proposal has no public transport route and no road network. • No Traffic Impact Assessments (TIA) has been included for this KDA; • Groundwater in this area highly vulnerable with sections of extreme vulnerability, no ecological analysis has been completed on the effects of this proposal; • No commitment to on-site flood risk analysis; • KDA is facilitating large residential development of at least 350 units for which there is no demand; • Proposed development is contrary to S8, which commits the council to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use - KDA threatening and destroying natural heritage, high quality amenity areas and other green spaces in St. Catherine's Park; • No positive impact on the park, car park facilities will be reduced, proposed development does not respect the setting, opens up the possibility of further encroachment into the existing park for future development, • Contrary to the Environmental Report, which clearly states the loss of open space, and amenity use could also be considered to have the potential to give rise to <u>negative effect on population and human health.</u> • Will destroy a Strategic Open Space and 'Key' Green Infrastructure areas; • No new linear park is being provided along Black Avenue. The existing linear park which starts at the entrance from the Mill Lane is in affect being reduced and many of its original features – trees, hedgerows and grasslands being removed contrary to the council's own policies; <p>Transport</p> <ul style="list-style-type: none"> • Connectivity via Mill Lane to R148 will be a nightmare for residents due to increased traffic volume, sightlines, narrow road, poor pedestrian walkways and traffic delays;

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		<ul style="list-style-type: none"> • Negative impact on traffic flow through Main Street; • Existing residents Health and Safety is being put at risk due to the traffic implications to response times from Emergency services i.e. Fire Brigade which is located in Mill Lane; • Egress route from this development is through the car park in St. Catherine’s Park, which opens the park to 24/7 vehicular traffic; <p>Environmental Impact</p> <ul style="list-style-type: none"> • Loss of biodiversity through the destruction of woodlands at hill area of the Black Avenue, as the roadway will need to widen to allow two-way traffic; • Development will cause massive increases in pollution, increased noise levels, and illegal dumping; • Development will destroy hedgerows, exiting trees and parklands with five additional pedestrian entrances being created to the park and Glendale Meadows; <p>Various Issues</p> <ul style="list-style-type: none"> • Development facilitates anti-social behaviours and easier entrance and exit for criminals to the existing residential areas bordering the area; • Proposal has been rejected on two previous occasions by the council; • Negative impact of the value of existing properties.
103 (b)	Shay Flanagan	<p>The submission relates to Confey Urban Design Framework (KDA):</p> <ul style="list-style-type: none"> • Contains Urban Design Framework but no actual Master Plan as directed by Minister Damien English; • Scale is way in excess of any demand locally and will negatively impact on the current residential population both during its construction and once occupied; • Submission states the development of the greenfield site is contrary to National Planning Framework; • Large Brownfield option at the HP site; • failure to deal with existing problems within the town and provide the required infrastructure upgrades in advance of any new development shows total disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments; • Plan does not adequately factor in the major expansion of Intel’s impact on our existing transport infrastructure;

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		<p>Transport</p> <ul style="list-style-type: none"> Objective MT3.8 purports to ensure that any significant new development takes place in proximity to public transport routes and can be adequately served by the road network. This objective is being completely ignored by the proposed new KDA at Confey; Works to Cope bridge to provide two way traffic will make the situation worse for residential areas located east and west of Captain’s Hill and lead to further congestion at these pinch points during peak times; <p>Growth</p> <ul style="list-style-type: none"> Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification. The submission provides details on the current residential homes, current population and those currently using bus/rail and the planned increase in houses, forecasted population and projected to uses bus/rail <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Current Residential Homes</th> <th style="text-align: center;">Planned Increase</th> </tr> </thead> <tbody> <tr> <td style="text-align: left;">Leixlip</td> <td style="text-align: right;">5219</td> <td style="text-align: right;">8534 (+3315) + 38%</td> </tr> <tr> <td style="text-align: left;">Celbridge</td> <td style="text-align: right;">6544</td> <td style="text-align: right;">9794 (+3250)</td> </tr> <tr> <td style="text-align: left;">Maynooth</td> <td style="text-align: right;">4674</td> <td style="text-align: right;">8216 (+3542)</td> </tr> <tr> <td style="text-align: left;">Total</td> <td style="text-align: right;">16,437</td> <td style="text-align: right;">26,554 (+10,107) 39%</td> </tr> </tbody> </table> <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Current Population</th> <th style="text-align: center;">Forecasted Population</th> </tr> </thead> <tbody> <tr> <td style="text-align: left;">Leixlip</td> <td style="text-align: right;">15,504</td> <td style="text-align: right;">19,794 (+ 4290) + 27%</td> </tr> <tr> <td style="text-align: left;">Celbridge</td> <td style="text-align: right;">20,228</td> <td style="text-align: right;">22,801</td> </tr> <tr> <td style="text-align: left;">Maynooth</td> <td style="text-align: right;">14,585</td> <td style="text-align: right;">18,996</td> </tr> <tr> <td style="text-align: left;">Total</td> <td style="text-align: right;">50,317</td> <td style="text-align: right;">61,591 + 11,272 or 22%</td> </tr> </tbody> </table> <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Currently using Bus/Rail</th> <th style="text-align: center;">Projected to use Bus/Rail</th> </tr> </thead> <tbody> <tr> <td style="text-align: left;">Leixlip</td> <td style="text-align: right;">1489</td> <td style="text-align: right;">2321 (+ 55%)</td> </tr> <tr> <td style="text-align: left;">Celbridge</td> <td style="text-align: right;">1457</td> <td style="text-align: right;">2071 (+ 42%)</td> </tr> <tr> <td style="text-align: left;">Maynooth</td> <td style="text-align: right;">1291</td> <td style="text-align: right;">1676 (+ 30%)</td> </tr> <tr> <td style="text-align: left;">Total</td> <td style="text-align: right;">4237</td> <td style="text-align: right;">6068 (+1831) +43%</td> </tr> </tbody> </table>	Current Residential Homes		Planned Increase	Leixlip	5219	8534 (+3315) + 38%	Celbridge	6544	9794 (+3250)	Maynooth	4674	8216 (+3542)	Total	16,437	26,554 (+10,107) 39%	Current Population		Forecasted Population	Leixlip	15,504	19,794 (+ 4290) + 27%	Celbridge	20,228	22,801	Maynooth	14,585	18,996	Total	50,317	61,591 + 11,272 or 22%	Currently using Bus/Rail		Projected to use Bus/Rail	Leixlip	1489	2321 (+ 55%)	Celbridge	1457	2071 (+ 42%)	Maynooth	1291	1676 (+ 30%)	Total	4237	6068 (+1831) +43%
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		<p>than 250 houses should be built on these lands with the upgrading of Cope Bridge.</p> <p>Environmental Concerns</p> <ul style="list-style-type: none"> • Protected structures, are part of this development with no plan as to how they will actually be protected; • Groundwater in this area highly vulnerable with sections of extreme vulnerability, no ecological analysis has been completed on the effects of this proposal; • MT1.4 No ecological analysis has been completed on the effects of this proposal; • Confey historical / future flooding risk has been clearly identified. The LAP has no on-site flood risk analysis completed. No criteria offered to show what scale or nature of a development would warrant an on-site flood risk analysis. <p>Housing</p> <ul style="list-style-type: none"> • 1350 units for which there is little or no local demand; • Cost of the housing units in this development will make the vast majority of the properties on offer outside the reach of the local population; • The submission states that the housing is being used to solve a housing issue in Dublin; <p>Amenity Concerns</p> <ul style="list-style-type: none"> • Contrary to S8, which commits the council to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use. The KDA is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Confey area; • Proposed development does not respect the setting of the subject lands; • Proposed development opens up the possibility of further encroachment into the adjacent farmlands for future development; • Proposed development is contrary to the Environmental Report, which clearly states the loss of open space, and amenity use could also be considered to have the potential to give rise to negative effect on population and human health; • Development will destroy a Strategic Open Space and a Key Green Infrastructure area; • Trees, hedgerows and grasslands are being removed in this plan, which is contrary to the council's, own policies.

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		<p>Transportation Concerns</p> <ul style="list-style-type: none"> • LAP provides no Road link to M4 or M3 and no plans in place to deliver same; • The submission is concerned over the additional traffic from the KDA and the impact on the area and the Main Street; • Development will cause massive increases in pollution and increased noise levels; • Development proposes two-pedestrian/cycle bridges at Glendale & River Forest. The design and scale are unknown. • Result in loss of green areas to path / cycle ways; • Overlooking of existing homes in close proximity to the bridges is also a serious issue for residents. The scale of these bridges will negatively affect both the existing skyline and general visual aspect of these areas; • Criminals can target both sides of bridges; • Negative impact on residents in River Forest, Glendale, Glendale Meadows, Newtown, Avondale, St Mary's Park, Mill Lane and Ryevale Lawns as they are exposed to through pedestrian and cycle traffic from this development which is being routed through their estates; • The required compulsory purchase of long term residents homes to facilitate the new street does not even warrant a mention and will be resisted strongly by both the individual families and residents generally; • Availability of trains, the capacity of the rolling stock , the frequency of the trains , the usage levels that are currently in play and are all matters that are straining the existing train service; • People will only use trains if they are available, comfortable, on time, travelling to locations they wish to go, clean, have adequate seating, high quality WIFI, are priced competitively, within short walking distance of their homes and facilitated by adequate free parking; • The current and proposed future situation meets none of the criteria that will encourage and ensure high volume usage of the rail service; • Park and ride facility will not be close enough to the train station to encourage use particularly during inclement weather; • A max 50 spaces is ridiculous and an area of at least 400 spaces would be required; • Currently train users are parking outside people's homes in Glendale and other adjacent estates from early

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		<p>morning until late evening which is the source of ongoing inconvenience to the residents;</p> <ul style="list-style-type: none"> • The location, scale and identity of the Confey development lands within the framework are apparently to take into account the presence and proximity to the rail line and the future DART expansion programme. The mere proximity to rail line is no basis for anything; • The plan is presuming that the future residents will predominately want to travel on the line. In reality the new residents will want to commute in a multidirectional radial route system which simply means the existing road infrastructure will be absolutely overloaded; • The future expansion of the Dart will not be within the timeframe of the development plan and therefore no development should proceed until the completion of the upgraded service; • Unless the road and other network is committed or in place to allow more development proceed will be disastrous for the town and the entire area; • Should any development go ahead no construction traffic is allowed use the Captain's Hill. <p>Confey GAA</p> <ul style="list-style-type: none"> • Plan includes the removal of the sporting and social heart of our community Confey GAA – no details of alternative to be provided; • The submission suggests relocating the pitches to residential Area 5 as this would retain the clubhouse; • The submission suggests in relation to the suggestion is that (LAP) & (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. How long will this take? to the south and west c. 1 acre of our existing cemetery, has no merit until the problem of flooding is rectified; <p>New Park</p> <ul style="list-style-type: none"> • Plan includes a new Public park. A new park will be welcomed but we already have issues with the maintenance and upkeep of St. Catherine's Park. If we cannot get the issues resolved with our existing park after almost 20yrs where is funding for the upkeep of this new park. The upkeep and grass cutting is left with the local Confey Soccer and GAA to maintain. <p>Ministerial Direction</p> <ul style="list-style-type: none"> • Draft LAP only provides a preliminary design guide for the future development of lands. The requirement by ministerial order is to provide a master plan;

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		<ul style="list-style-type: none"> • Revised Draft Leixlip Local Area Plan shall be published not later than 6 months following the issuing of a Direction." Provided more than a year later – Breach of timeframe so the council are in fact operating ultra vires; <p>Various Concerns in the submission</p> <ul style="list-style-type: none"> • negative impact of the value of existing properties as incentives offered; • Draft LAP proposes phasing/sequencing programme to enable & ensure adequate infrastructure is provided alongside new development. The actual detail in the draft provides no assurance that this development will in fact take place in tandem with the required infrastructure being put in place; • 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. No commitment to actually provide anything; • housing element which is developer funded, new community will then have to fight to get the required infrastructure to match the needs; • The submission objects to the encouraging a strong night time economy in Leixlip, residents wish to go to bed at night, Leixlip not Paris, no demand to turn Leixlip into the Temple Bar with antisocial behaviours; • The plan does not harmonise with or enhance the existing built and natural environment of Confey; • The plan does not provide the conservation plans re Confey graveyard and archaeology sites of interest in the area. • Proposed building heights out of line with the character , current build and natural landscape. <p>The submission states that no specific provision has been made in the Draft LAP for the following:</p> <ul style="list-style-type: none"> • A swimming pool site, a civil building with theatre or performance space, homes for the elderly/retired – 25% of Leixlip population 55+, affordable homes, social housing, a Sensory Garden, crèche facilities, • Adequate parking in the village, train stations or the proposed new Confey development. • Maintaining existing estates, green areas or new developments. • Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty - witnessed the power cuts, water leaks and ongoing stench in the middle of our town from the existing systems.

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		<ul style="list-style-type: none"> Nothing included to deal with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC. <p>Primary Care Centre</p> <ul style="list-style-type: none"> Location in Collinstown is not suitable to stakeholders – young, old and infirm and without transport. A location central to the town and on a public transport route is critical; <p>Summary</p> <ul style="list-style-type: none"> In summary the submission states Leixlip should have a plan that deals with the issues already facing the town as it stands rather than looking to expand; Expansion as set out in the Draft LAP will make the existing and future situation intolerable far worse; Critical that sympathetic and innovative planning takes place with adequate infrastructure provided in a timely manner to support same; The scale of any future development should match the communities natural expansion requirements not aim at a number just to satisfy a strategic policy that is very distant from the residents of Leixlip who are the primary stakeholders in our town.
103 (c)	Shay Flanagan	<p>The submission relates to Celbridge Road East Key Development Area (KDA):</p> <ul style="list-style-type: none"> Unanimously backed Material Alterations removed this Key Development Area from the last Local Area Plan; Proposed development is contrary to S6 – “To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure”; Town’s infrastructure is already strained; Limited capacity at the water treatment works. Improvement works earliest will take place in Q4 – 2022; Contrary to the MASP which clearly states "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 neighborhood centers, in the interest of a sustainable pattern of urban development; " No Traffic Impact Assessments (TIA) has been included for this KDA; Groundwater in this area highly vulnerable with sections of extreme vulnerability, no ecological analysis has been completed on the effects of this proposal;

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		<ul style="list-style-type: none"> • No commitment to on-site flood risk analysis; • KDA is facilitating large residential development of at least 355 units for which there is no demand; • Proposed development is contrary to S8, which commits the council to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use. The KDA is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Guinness estate; • Proposed development does not respect the setting of the subject lands; • Proposed development opens up the possibility of further encroachment into the existing Guinness estate for future development; • Proposed development is contrary to the Environmental Report, which clearly states the loss of open space, and amenity use could also be considered to have the potential to give rise to <u>negative effect on population and human health</u>; • Development will destroy a Strategic Open Space that forms part of the green corridor in the Leixlip area; • Height of land - LAP is vague and allows for misinterpretation by developers; • Detail is ambiguous “generally 2 stories in height” does this allow for apartment blocks? Figure 12.2 - 2 sets of residential units similar to apartment blocks; • Proposed development would destroy areas of the Guinness estate, which is considered to be one of the most important or ‘Key’ Green Infrastructure areas (as well as their associated habitats) in our town; • Many of its original features – trees, hedgerows and grasslands are being removed contrary to the council’s own policies; • Connectivity via Celbridge road will be a nightmare for residents due to increased volumes of traffic combined with the adjacent Wonderful Barn development of (450) units; • No Road link to M4 - no plans in place to deliver same; • Negative impact on traffic flow through Main Street; • Development will cause massive increases in pollution and increased noise levels; • Development will destroy hedgerows, exiting trees and parklands with six additional pedestrian entrances being created to the development. Two were previously removed from LAP due to health and safety

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		<p>concerns, 1 requires major engineering to scale a 100 foot cliff and 1 requires unlimited access to the grounds of Leixlip Castle;</p> <ul style="list-style-type: none"> • Proposal will have negative impact on residents in Leixlip Park, Celbridge Road, Highfield Park, as they are exposed to through pedestrian and cycle traffic from this development; • Proposal facilitates anti-social behaviour and easier entrance and exit for criminals to the existing residential areas bordering the development area; • Proposal has been rejected previously by the council and is simply included to facilitate a private landowner who has landlocked grassland to convert same into a massive financial profit; • Development will have a very negative impact of the value of existing properties, as it will offer new incentivized alternatives to persons looking to move into the town thereby undermining the value of existing second-hand homes, which are subject to stamp duty.
104	Clíodhna Jordan	<ul style="list-style-type: none"> • This submission is concerned over the close proximity of the planned new development of houses to the reservoir, especially considering the warnings issued by the ESB themselves; • Photos have been attached photos showing the reservoir and an excerpt from a newspaper about the ESB warning of the dangers of swimming in reservoirs. • The submission also objects to Celbridge Road East, 365 houses.
105	Aidan Jordan	This submission raises the same issues as Submission 104.
106	Kathleen Stenson	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 101.
107	Brid Kenny	<p>Confey GAA</p> <ul style="list-style-type: none"> • The submission makes reference to the moving of Confey GAA as per the Confey Urban Design Framework; • The submission state that the GAA is already an existing amenity in the heart of the community; • The submission believes to state that the location of Confey GAA is “underutilised” is an insult to all the families involved in setting up the club, developing it, and running it for the past 30 years; • The wording of “underutilisation” also shows the lack of regard for such amenities and places zero value on the voluntary time and effort given to campaigning and fundraising for the club;

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		<ul style="list-style-type: none"> • Moving the GAA club further north takes this amenity not only out of our community but indeed out of its own county; <p>Cope Bridge</p> <ul style="list-style-type: none"> • Widening the bridge for two way traffic would mean losing the green, recreational areas and hedgerows and lead to increased traffic coming into Leixlip Village, • The submission questions whether a Traffic Impact Assessment has been conducted; <p>The protection of St. Catherine’s Park</p> <ul style="list-style-type: none"> • In 2017, 1021 submissions were made and Kildare County Council aimed “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”; • Appears to have been removed from the plan; • Council is now proposing a road into the park to facilitate a major housing development at Black Avenue; • The plan should seek to protect, preserve and develop St. Catherine’s park as a public amenity - not private housing; • Important to protect, enhance and further develop green areas; • The LAP should ensure that key trees, woodlands and high value hedgerows are maintained. <p>The submission states that the LAP identifies the following issues:</p> <ul style="list-style-type: none"> • Rail transport system is already under pressure. • Secondary schools are at full capacity. A primary school is proposed but no location is determined for this. • Negative effects on air quality, noise and climate – due to increased emissions and pollution. • Negative effects on biodiversity, ecological land and soil. • Negative effects on human health and amenities. • Negative effects on local services and utilities – water supply and electricity demand. <p>The submission states that the LAP, should make provisions for the following:</p> <ul style="list-style-type: none"> • A swimming pool. • A civil building with theatre or performance space.

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		<ul style="list-style-type: none"> • Homes for the elderly/retired – 25% of Leixlip population 55+ • Affordable homes. • A Sensory Garden. • Adequate additional parking in the village and train stations • Maintaining existing green areas, hedgerows and woodlands for biodiversity and recreational use. • Improving and maintaining the existing water, waste and power supply. • Infrastructure which is aging and faulty before approving more houses. • Maintain our natural heritage sites, high quality amenity areas and green spaces throughout Leixlip. <p>The submission also refers to growth figures for Leixlip, Celbridge and Maynooth and the Plan does not acknowledge the complexity of the three towns in close proximity to each other.</p>
108	Kathleen Molloy	This submission states that Confey GAA should not be relocated.
109 (a)	Damien Murray	<p>The submission relates to Confey Urban Design Framework (KDA):</p> <ul style="list-style-type: none"> • Key Development Area is a major urban expansion into the adjacent grasslands on the Northern perimeter of our town that is being justified on the basis of regional figures and proximity to a rail line; • Scale is way in excess of any demand locally; • Will negatively impact on the current residential population both during its construction and once occupied; • The submission states the development of the greenfield site is contrary to National Planning Framework; • Large Brownfield option at the HP site; • Failure to deal with existing problems within the town and provide the required infrastructure upgrades in advance of any new development shows total disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments; • Plan does not adequately factor in the major expansion of Intel’s impact on our existing transport infrastructure; <p>Transport</p> <ul style="list-style-type: none"> • Objective MT3.8 purports to ensure that any significant new development takes place in proximity to public transport routes and can be adequately served by the road network. This objective is being completely ignored by the proposed new KDA at Confey;

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		<ul style="list-style-type: none"> Works to Cope bridge to provide two way traffic will make the situation worse for residential areas located east and west of Captain's Hill and lead to further congestion at these pinch points during peak times; <p>Growth</p> <ul style="list-style-type: none"> Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification. The submission provides details on the current residential homes, current population and those currently using bus/rail and the planned increase in houses, forecasted population and projected to uses bus/rail <table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td colspan="2" style="text-align: center;">Current Residential Homes</td> <td style="text-align: center;">Planned Increase</td> </tr> <tr> <td>Leixlip</td> <td style="text-align: right;">5219</td> <td style="text-align: right;">8534 (+3315) + 38%</td> </tr> <tr> <td>Celbridge</td> <td style="text-align: right;">6544</td> <td style="text-align: right;">9794 (+3250)</td> </tr> <tr> <td>Maynooth</td> <td style="text-align: right;">4674</td> <td style="text-align: right;">8216 (+3542)</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">16,437</td> <td style="text-align: right;">26,554 (+10,107) 39%</td> </tr> <tr> <td colspan="2" style="text-align: center;">Current Population</td> <td style="text-align: center;">Forecasted Population</td> </tr> <tr> <td>Leixlip</td> <td style="text-align: right;">15,504</td> <td style="text-align: right;">19,794 (+ 4290) + 27%</td> </tr> <tr> <td>Celbridge</td> <td style="text-align: right;">20,228</td> <td style="text-align: right;">22,801</td> </tr> <tr> <td>Maynooth</td> <td style="text-align: right;">14,585</td> <td style="text-align: right;">18,996</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">50,317</td> <td style="text-align: right;">61,591 + 11,272 or 22%</td> </tr> <tr> <td colspan="2" style="text-align: center;">Currently using Bus/Rail</td> <td style="text-align: center;">Projected to use Bus/Rail</td> </tr> <tr> <td>Leixlip</td> <td style="text-align: right;">1489</td> <td style="text-align: right;">2321 (+ 55%)</td> </tr> <tr> <td>Celbridge</td> <td style="text-align: right;">1457</td> <td style="text-align: right;">2071 (+ 42%)</td> </tr> <tr> <td>Maynooth</td> <td style="text-align: right;">1291</td> <td style="text-align: right;">1676 (+ 30%)</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">4237</td> <td style="text-align: right;">6068 (+1831) +43%</td> </tr> <tr> <td colspan="3" style="text-align: center;">Projected increase in Commuters using Road network (not Buses) for work</td> </tr> <tr> <td colspan="2" style="text-align: center;">Currently using Roads</td> <td style="text-align: center;">Projected to use Roads</td> </tr> <tr> <td>Leixlip</td> <td style="text-align: right;">4790</td> <td style="text-align: right;">7776 (+ 62%)</td> </tr> <tr> <td>Celbridge</td> <td style="text-align: right;">6906</td> <td style="text-align: right;">9753 (+ 41%)</td> </tr> <tr> <td>Maynooth</td> <td style="text-align: right;">4005</td> <td style="text-align: right;">5363 (+ 34%)</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">15691</td> <td style="text-align: right;">22892 (+ 7201) +54%</td> </tr> </table> <ul style="list-style-type: none"> Developers will look to increase the densities to the max therefore the total numbers are underestimated. 	Current Residential Homes		Planned Increase	Leixlip	5219	8534 (+3315) + 38%	Celbridge	6544	9794 (+3250)	Maynooth	4674	8216 (+3542)	Total	16,437	26,554 (+10,107) 39%	Current Population		Forecasted Population	Leixlip	15,504	19,794 (+ 4290) + 27%	Celbridge	20,228	22,801	Maynooth	14,585	18,996	Total	50,317	61,591 + 11,272 or 22%	Currently using Bus/Rail		Projected to use Bus/Rail	Leixlip	1489	2321 (+ 55%)	Celbridge	1457	2071 (+ 42%)	Maynooth	1291	1676 (+ 30%)	Total	4237	6068 (+1831) +43%	Projected increase in Commuters using Road network (not Buses) for work			Currently using Roads		Projected to use Roads	Leixlip	4790	7776 (+ 62%)	Celbridge	6906	9753 (+ 41%)	Maynooth	4005	5363 (+ 34%)	Total	15691	22892 (+ 7201) +54%
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		<ul style="list-style-type: none"> • The numbers in the plan are very misleading in regard to the actual size of the development. The current situation at Wonderful barn is a live example of this type of developer opportunism; <p>Infrastructure</p> <ul style="list-style-type: none"> • Proposed development is contrary to S6 – “To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure”; • Town’s infrastructure is already strained, limited capacity at the water treatment works - improvement works earliest will take place is Q4 – 2022; • Strategic Transport Assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire Local Area Plan; • Irish Water is currently undertaking studies to prepare a Drainage Area Plan (DAP) and model for the Leixlip area. The delivery of the LAP at Confey in accordance with the Urban Design Framework for these lands will require the cooperation of Irish Water. No agreement is in place with Irish water. • Contrary to the MASP which clearly states "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; " • No funding for infrastructure. <p>Transport</p> <ul style="list-style-type: none"> • Objective MT3.11, no Traffic Impact Assessments (TIA) has been completed for this KDA. <p>Environmental Concerns</p> <ul style="list-style-type: none"> • Protected structures, are part of this development with no plan as to how they will actually be protected; • Groundwater in this area highly vulnerable with sections of extreme vulnerability, no ecological analysis has been completed on the effects of this proposal; • MT1.4 No ecological analysis has been completed on the effects of this proposal; • Confey historical / future flooding risk has been clearly identified. The LAP has no on-site flood risk analysis completed. No criteria offered to show what scale or nature of a development would warrant an on-site flood risk analysis.

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		<p>Housing</p> <ul style="list-style-type: none"> • 1,350 units for which there is little or no local demand; • Cost of the housing units in this development will make the vast majority of the properties on offer outside the reach of the local population; • The submission states that the housing is being used to solve a housing issue in Dublin; <p>Amenity Concerns</p> <ul style="list-style-type: none"> • Contrary to S8, which commits the council to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use. The KDA is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Confey area; • Proposed development does not respect the setting of the subject lands; • Proposed development opens up the possibility of further encroachment into the adjacent farmlands for future development; • Proposed development is contrary to the Environmental Report, which clearly states the loss of open space, and amenity use could also be considered to have the potential to give rise to negative effect on population and human health; • Development will destroy a Strategic Open Space and a Key Green Infrastructure area; • Trees, hedgerows and grasslands are being removed in this plan, which is contrary to the council's, own policies. <p>Transportation Concerns</p> <ul style="list-style-type: none"> • LAP provides no Road link to M4 or M3 and no plans in place to deliver same; • The submission is concerned over the additional traffic from the KDA and the impact on the area and the Main Street; • Development will cause massive increases in pollution and increased noise levels; • Development proposes two-pedestrian/cycle bridges at Glendale & River Forest. The design and scale are unknown. • Result in loss of green areas to path / cycle ways;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Overlooking of existing homes in close proximity to the bridges is also a serious issue for residents. The scale of these bridges will negatively affect both the existing skyline and general visual aspect of these areas; • Criminals can target both sides of bridges; • Negative impact on residents in River Forest, Glendale, Glendale Meadows, Newtown, Avondale, St Mary's Park, Mill Lane and Ryevale Lawns as they are exposed to through pedestrian and cycle traffic from this development which is being routed through their estates; • The required compulsory purchase of long term residents homes to facilitate the new street does not even warrant a mention and will be resisted strongly by both the individual families and residents generally; • Availability of trains, the capacity of the rolling stock , the frequency of the trains , the usage levels that are currently in play and are all matters that are straining the existing train service; • People will only use trains if they are available, comfortable, on time, travelling to locations they wish to go, clean, have adequate seating, high quality WIFI, are priced competitively, within short walking distance of their homes and facilitated by adequate free parking; • The current and proposed future situation meets none of the criteria that will encourage and ensure high volume usage of the rail service; • Park and ride facility will not be close enough to the train station to encourage use particularly during inclement weather; • A max. 50 spaces is ridiculous and an area of at least 400 spaces would be required; • Currently train users are parking outside people's homes in Glendale and other adjacent estates from early morning until late evening which is the source of ongoing inconvenience to the residents; • The location, scale and identity of the Confey development lands within the framework are apparently to take into account the presence and proximity to the rail line and the future DART expansion programme. The mere proximity to rail line is no basis for anything; • The plan is presuming that the future residents will predominately want to travel on the line. In reality the new residents will want to commute in a multidirectional radial route system which simply means the existing road infrastructure will be absolutely overloaded; • The future expansion of the Dart will not be within the timeframe of the development plan and therefore no development should proceed until the completion of the upgraded service;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • The suggestion is that (LAP) & (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. How long will this take? Unless the road and other network is committed or in place to allow more development proceed will be disastrous for the town and the entire area; • Should any development go ahead no construction traffic is allowed use the Captain's Hill. <p>Confey GAA</p> <ul style="list-style-type: none"> • Plan includes the removal of the sporting and social heart of our community Confey GAA – no details of alternative to be provided; • The submission suggests relocating the pitches to residential Area 5 as this would retain the clubhouse; • The submission suggests in relation to the minor extension to the south and west c. 1 acre of our existing cemetery, has no merit the until the problem of flooding is rectified; <p>New Park</p> <ul style="list-style-type: none"> • Plan includes a new Public park. A new park will be welcomed but we already have issues with the maintenance and upkeep of St. Catherine's Park. If we cannot get the issues resolved with our existing park after almost 20yrs where is funding for the upkeep of this new park. The upkeep and grass cutting is left with the local Confey Soccer and GAA to maintain. <p>Ministerial Direction</p> <ul style="list-style-type: none"> • Draft LAP only provides a preliminary design guide for the future development of lands. The requirement by ministerial order is to provide a master plan; • Revised Draft Leixlip Local Area Plan shall be published not later than 6 months following the issuing of a Direction. Provided more than a year later – Breach of timeframe so the council are in fact operating ultra vires; <p>Various Concerns in the submission</p> <ul style="list-style-type: none"> • Negative impact of the value of existing properties as incentives offered; • Draft LAP proposes phasing/sequencing programme to enable & ensure adequate infrastructure is provided alongside new development. The actual detail in the draft provides no assurance that this development will in fact take place in tandem with the required infrastructure being put in place; • Lands will be reserved for the provision of educational facilities, a new community hub to include a

Sub. No.	Name	Summary of Submission
		<p>community building/civic space, car parking and an extended cemetery. No commitment to actually provide anything;</p> <ul style="list-style-type: none"> • Housing element which is developer funded, new community will then have to fight to get the required infrastructure to match the needs; • Multiple infrastructural aspirations are included with no firm commitment of funding identified to deliver same - without a guaranteed funding steam is unfortunately not a plan that can deliver this infrastructure, it's simply a wish list; • The submission objects to the encouraging a strong night time economy in Leixlip, residents wish to go to bed at night, Leixlip not Paris, no demand to turn Leixlip into the Temple Bar with antisocial behaviours; • The plan does not harmonise with or enhance the existing built and natural environment of Confey; • The plan does not provide the conservation plans re Confey graveyard and archaeology sites of interest in the area. • Proposed building heights out of line with the character, current build and natural landscape.
109 (b)	Damien Murray	<p>The submission relates to Celbridge Road East Key Development Area (KDA):</p> <ul style="list-style-type: none"> • KDA was removed from the last LAP by unanimously backed Material Alterations removed this Key Development Area from the last Local Area Plan; • Proposed development is contrary to S6 – “To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure”; • Town’s infrastructure is already strained; • Limited capacity at the water treatment works. Improvement works earliest will take place is Q4 – 2022; • Contrary to the MASP which clearly states "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 neighborhood centers, in the interest of a sustainable pattern of urban development; " • No Traffic Impact Assessments (TIA) has been included for this KDA; • 18 of the protected structures on the RPS are part of Leixlip; • Groundwater in this area highly vulnerable with sections of extreme vulnerability, no ecological analysis has

Sub. No.	Name	Summary of Submission
		<p>been completed on the effects of this proposal;</p> <ul style="list-style-type: none"> • No commitment to on-site flood risk analysis; • KDA is facilitating large residential development of at least 355 units for which there is no demand; • Proposed development is contrary to S8, which commits the council to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use. The KDA is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Guinness estate; • Proposed development does not respect the setting of the subject lands; • Proposed development opens up the possibility of further encroachment into the existing Guinness estate for future development; • Proposed development is contrary to the Environmental Report, which clearly states the loss of open space, and amenity use could also be considered to have the potential to give rise to <u>negative effect on population and human health</u>; • Development will destroy a Strategic Open Space that forms part of the green corridor in the Leixlip area; • Height of land - LAP is vague and allows for misinterpretation by developers; • Detail is ambiguous “generally 2 stories in height” does this allow for apartment blocks? Figure 12.2 - 2 sets of residential units similar to apartment blocks; • Proposed development would destroy areas of the Guinness estate, which is considered to be one of the most important or ‘Key’ Green Infrastructure areas (as well as their associated habitats) in our town; • Many of its original features – trees, hedgerows and grasslands are being removed contrary to the council’s own policies; • Connectivity via Celbridge road will be a nightmare for residents due to increased volumes of traffic combined with the adjacent Wonderful Barn development of (450) units; • No Road link to M4 - no plans in place to deliver same; • Negative impact on traffic flow through Main Street; • Development will cause massive increases in pollution and increased noise levels; • Development will destroy hedgerows, exiting trees and parklands with six additional pedestrian entrances

Sub. No.	Name	Summary of Submission
		<p>being created to the development. Two were previously removed from LAP due to health and safety concerns, 1 requires major engineering to scale a 100 foot cliff and 1 requires unlimited access to the grounds of Leixlip Castle;</p> <ul style="list-style-type: none"> • Proposal will have negative impact on residents in Leixlip Park, Celbridge Road, Highfield Park, as they are exposed to through pedestrian and cycle traffic from this development; • Proposal facilitates anti-social behaviours and easier entrance and exit for criminals to the existing residential areas bordering the development area; • Proposal has been rejected previously by the council and is simply included to facilitate a private landowner who has landlocked grassland to convert same into a massive financial profit; • Development will have a very negative impact of the value of existing properties, as it will offer new incentivized alternatives to persons looking to move into the town thereby undermining the value of existing second-hand homes, which are subject to stamp duty; • Protect the walled area proposed by Kildare Development Plan KDA Celbridge Road East, which is part of Leixlip Castle Demesne. A Demesne this year celebrates 847 years by zoning area KDA 1 Celbridge Road East as parkland; • Future generations will thank Kildare County Councillors for saving this vital historical estate that will add greatly to the tourism potential of Kildare and the Guinness history.
109 (c)	Damien Murray	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 101.
110	John Grimes	The submission relates to Confey Urban Design Framework (KDA). The submission raises the same issues as Submission 109(a).
111	Andrea Pramuka	<p>There are two main issues relating to this submission.</p> <ul style="list-style-type: none"> • Request for an objective for a swimming pool to be included in the LAP and a signed petition with plus 1,696 signatures calling for a public swimming pool; • Concern over the Confey KDA. <p><u>Submission in respect of Confey KDA is summarised as follows:</u></p> <ul style="list-style-type: none"> • Understands the need for housing; is paying more rent than did in central London; <p>Infrastructure</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Failing infrastructure; • 30 years waiting on a swimming pool - benefits for our community would be priceless. <p>The submission states that no specific provision has been made in the Draft LAP for the following:</p> <ul style="list-style-type: none"> • Civil building with theatre or performance space, homes for the elderly/retired – 25% of Leixlip population 55+, affordable homes, social housing, a Sensory Garden, charging points for electric vehicles; • Playground for Confey – nearest playground is 1.6 miles from River Forest; • Adequate parking in the village, train stations or the proposed new Confey development. • Maintaining existing estates, green areas or new developments. • Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty - witnessed the power cuts (3 in 2019), water leaks and ongoing stench in the middle of our town from the existing systems. <p>Traffic</p> <ul style="list-style-type: none"> • Existing issues with Captain’s Hill, if Cope Bridge widened just add more issues. <p>Trains</p> <ul style="list-style-type: none"> • Running at full capacity, morning trains a disgrace; <p>Riverforest Bowl/ The Green belt</p> <ul style="list-style-type: none"> • Proposed walk way/ cycle track- no indication as to when, how big do we lose the greenbelt completely? <p>St. Catherine’s Park</p> <ul style="list-style-type: none"> • Reference is made to a previous objective no longer in the Plan, questions whether complete U-turn, now proposing road into the park to facilitate a major housing development at Black Avenue.
112	Martin Pramuka	<p>Consider seriously a swimming pool as a key facility.</p> <p>The remainder of the submission relates to various aspects of the Draft LAP and raises the same issues as Submission 101.</p>
113	Marie O’ Donohoe	<p>This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 101.</p>

Sub. No.	Name	Summary of Submission
114 (a)	Marie Grimes	The submission relates to Confey Urban Design Framework (KDA). The submission raises the same issues as Submission 109 (a).
114 (b)		This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 101.
115 (a)	Éaibhin Grimes	The submission relates to Confey Urban Design Framework (KDA). The submission raises the same issues as Submission 109 (a).
115 (b)		This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 101.
116 (a)	Fáinche Grimes	The submission relates to Confey Urban Design Framework (KDA). The submission raises the same issues as Submission 109 (a).
116 (b)		This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 101.
117 (a)	Brian Grimes	The submission relates to Confey Urban Design Framework (KDA). The submission raises the same issues as Submission 109 (a).
117 (b)		This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 101.
118	Patrick Noonan	<p>The submission relates to Confey Urban Design Framework (KDA) and is summarised as follows:</p> <p>Mixed use units</p> <ul style="list-style-type: none"> • Mixed use units concept (Section 2.1.6.1) is highly ambitious, given that within 500m at Riverforest Shopping Centre, there is already an array of established businesses; • Risk of not being able to fill units, empty units result in antisocial behaviour and urban decay. <p>Movement and Access Strategy</p> <ul style="list-style-type: none"> • Two pedestrian bridges proposed bring serious security issues and potential antisocial behaviour problems to existing residents of Riverforest and Glendale Meadows; • New access at Cope Bridge is to be efficient then why the need also for 2 more additional access points. <p>Land Use</p> <ul style="list-style-type: none"> • Moving Confey GAA, far less accessible;

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		<ul style="list-style-type: none"> • Move it merely for the purpose of installing apartments in its place would seem quite drastic and unnecessary. • Volume of units, excessively high putting strain on the traffic network.
119	J. Stanley & V. Cunniffe	<p><u>Submission states an objection to KDA Celbridge Road East/Leixlip Demesne</u></p> <p>Increased Pedestrian / Vehicle Traffic - Security & Safety Risks</p> <ul style="list-style-type: none"> • Increasing pedestrian routes lead to security risks; • Increase in vehicular traffic on a busy road given proximity to Hewlett Packard and two schools. <p>Impact on Historical Leixlip Castle Demesne</p> <ul style="list-style-type: none"> • KDA in Leixlip Castle Demesne and environs should be protected. <p>Impact on Highfield Park</p> <ul style="list-style-type: none"> • Impact on single storey dwellings in Highfield Park acknowledged in LAP; • However, the submission is concerned with the statement - 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’; • Concern over increase in noise and reduction in privacy for existing residents prior to and after construction. <p><u>Submission has the following comments in relation to other aspects of the LAP.</u></p> <p>Public Transport</p> <ul style="list-style-type: none"> • Reference is made to the electrification of the train line, existing rail bottleneck in the city centre which would be exacerbated by increased rail traffic from Leixlip. <p>Secondary School</p> <ul style="list-style-type: none"> • Notes the report identifies the need for an additional secondary school; • Secondary school outside Confey is not planned; • Where will be additional secondary school students be accommodated? <p>Waste / Sewage</p> <ul style="list-style-type: none"> • Submission notes the plan to divert flows from Leixlip Wastewater Treatment Plant to create capacity; • Infrastructure remains ineffective;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Sewage odours and ageing infrastructure.
120	Helen Malone	<ul style="list-style-type: none"> • Widen or change bridges in area; • Cycle and walk lanes everywhere; • Get Intel or KCC to widen and cycle lanes in Kellystown Lane in particular.
121	Larry Keenahan	<ul style="list-style-type: none"> • Urge the planners to take into consideration the small community style of living in Confey; <p>Movement and Transport</p> <ul style="list-style-type: none"> • Bring a ring road around the towns of Leixlip, Maynooth and Kilcock and allow residents access from it to make their way into the towns, alleviating those who use the current roads as a throughway to their own hometowns; • Like Cope Bridge to remain as is though it may need to be widened; • The current bridge allows for movement of traffic and though it gets busy at peak times I feel that changing the bridge will do nothing to alleviate the volume of traffic that uses this road and bridge as a throughway to and from Dublin, Meath and Kildare; • The submission suggests to make the bridge a two way once again and build a separate footbridge for locals to access amenities. <p>Residential Layout and Design</p> <ul style="list-style-type: none"> • Take the quality and styles of homes into consideration; • Quality family homes rather than apartment; • Amenities and open green spaces among these housing developments will be of utmost importance. <p>Confey GAA</p> <ul style="list-style-type: none"> • 100% against the movement of Confey GAA • No sense to move a key amenity; • Current location makes it central to both the new and older community.
122	Francis Deffew	<ul style="list-style-type: none"> • Urge the planners to take into consideration the small community style of living in Confey; • Urban planners need to sit down and look at what works and what doesn't; • A successful plan could make Confey a model community for others around the country to base their developments on;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • If we're to have development in Confey let's make it one to be proud of; • Reference is made to the former governor of Mountjoy travelling to communities and the importance of open and green space; • Lack of green and open space is a main contributory factor to social deprivation...lack of respect, idleness, boredom leads to social problems; • Children show a lack of respect for their surroundings when they have no pride in their environment; • We need to avoid the necessity of cars. We need to be able to get around by foot, have access to local shops, green spaces and sports facilities; • Insist on the same green open spaces as we had growing up here in the 80s; • We have a GAA club in a perfect location for the existing community and the new development. Why would the club move to the periphery of any new community? • The GAA club will require more pitch space for any new development as the club struggles for pitch space as it is with the existing membership; • We do not want a situation whereby poor housing development goes ahead and we're left with roads and walls and more roads and walls; • Let's have the developer build correctly in the first place; • Need proper infrastructure and not the type that brings roads through parklands; • Need adequate water and sewage upgrades to the existing and any new community; • Don't believe an additional community hub is necessary.
123	Mairead Beades	<ul style="list-style-type: none"> • The submission would like to highlight not against housing as recognise the need for houses; • County Kildare has received a reduction in house allocation requirements as per the National Planning Framework; • The submission notes the County Development Plan is being reviewed along with the forthcoming reduction in the % projections been assigned to the county, 3,315 additional residential units as per this Draft Leixlip LAP is excessive for Leixlip; • Vital that the provision of additional housing in Leixlip is delivered in a way that is not detrimental to the fabric and character of Leixlip and therefore seeking a well-balanced plan for the successful development of

Sub. No.	Name	Summary of Submission
		<p>Leixlip into the future is imperative;</p> <ul style="list-style-type: none"> • Crucial that the necessary infrastructure combined with the essential community facilities are reviewed properly and implemented effectively. <p>Education, Childcare and Health Care Facilities</p> <ul style="list-style-type: none"> • related policy HC3 needs to be updated to reflect the requirement of two primary schools and a secondary school which has been identified as needed in the Social Infrastructure assessment report; • Primary Care Centre needs to be specified. <p>Other Community, Sports and Recreational Facilities</p> <ul style="list-style-type: none"> • no mention of a swimming pool, it's a necessary requirement in supporting future residential growth and it is not acceptable to exclude the provision of a swimming pool; • Needs a cultural, arts and performing centre. Policy HC4.3 needs to be amended to include "To support and facilitate the provision of a cultural, arts and performing centre in Leixlip "rather than the current proposed objective which is "to support and promote the development of cultural, arts and performance spaces in Leixlip" which does not provide the necessary commitment or a solid plan to ensure that this is delivered within the lifetime of the Plan; • The submission states that the Wonderful Barn would be an ideal location for a cultural, arts and performing centre; • Leixlip requires a playground of a similar size to the one in St. Catherine's Park or the one in Maynooth; • Adequate social infrastructure fails to support existing and new communities, leads to serious social problems. <p>Waste Water/Sewerage and Water Supply</p> <ul style="list-style-type: none"> • The submission notes Irish Water states there is limited capacity at the treatment plant and two projects are underway to cater for an expanding population; • The submission states that the previous draft Leixlip LAP 2017-2023 clearly stated that following the upgrade of the Leixlip Waste Water Treatment plan it will continue to have insufficient capacity to cater for the planned growth in the longer term. The current Draft Leixlip LAP 2020-2026 makes no reference to this but does advise that the earliest upgrade on the two projects underway will be 2022; • Irish Water advises that there is no adequate water main in Confey as currently served by a 3" UPV (1969)

Sub. No.	Name	Summary of Submission
		<p>water main which does not have the capacity to serve significant development;</p> <ul style="list-style-type: none"> The submission states that zoning and development of lands must be phased in line with the capacity of supporting infrastructure such as water supply and wastewater. <p>Residential Density and Mix</p> <ul style="list-style-type: none"> The submission makes note that the previous Draft LAP contained an objective relating to 10% Social Housing requirement pursuant to Part and is not within the current draft LAP, whereas an objective to provide Traveller Specific accommodation is included. <p>Roads</p> <ul style="list-style-type: none"> Include an additional objective with regard to the protection of St. Catherine’s Park as follows - '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’; Overall there is no suggestion of a road through St. Catherine's Park; hence, it is not acceptable to clearly omit this objective which was agreed by all the councillors when discussing the last Draft Leixlip LAP 2017-2023. <p>Traffic</p> <ul style="list-style-type: none"> Proposed Key Development Areas will have a significant impact on traffic congestion in Leixlip. This will lead to concerns regarding safety due to the increased pressure on already inadequate road infrastructure; important that a Traffic Impact Assessment is completed before any development work commences on any KDA to ensure that the individual and cumulative impact of the planned key development areas on the strategic road network is recorded accurately – recommendations implemented in advance of development works commencing; A traffic calming measure needs to be considered on the Green Lane road to the right as you exit from the Easton Road Cul De Sac. <p>Built Heritage</p> <ul style="list-style-type: none"> Parklands of the Wonderful Barn needs to be enhanced to a high quality amenity area and green space for both biodiversity and recreational use; Include at Wonderful Barn a large playground on the scale of St. Catherine’s Park with an adjacent Skateboard park and the provision of a picnic area;

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		<ul style="list-style-type: none"> • The Draft Leixlip LAP 2020-2026 section EDT3.10 refer to a detailed conservation and management plan. It would be very beneficial if this could include a layer of public consultation to address any community conservation concerns and to capture any other great ideas. <p>Town Centre</p> <ul style="list-style-type: none"> • Number of vacant properties in main street Leixlip, and one that is very unsightly and derelict; • Vacant site levy needs to be introduced; • Section 5.6 Undesirable Uses of the previous Draft Leixlip Lap 2017-2023 has been totally omitted from the current Draft Leixlip LAP 2020-2026. In this regard, Policy UCR6 regarding Undesirable Uses needs to be inserted into this Draft Leixlip LAP 2020-2026; • Design of the Main Street Backlands region should incorporate a number of restaurants; • Leixlip is widely recognised to be a town “dying on its feet” so we need to reinforce the town as a visible retail centre and at night time an attractive setting similar to Maynooth; • Limited on-street car parking on main street so public car parking spaces needs to be provided and now is the opportunity to ensure that this happens for both the residents and businesses; • People get clamped in the Aldi car park when they walk down to the town centre to get additional shopping. <p>Protected Structures</p> <ul style="list-style-type: none"> • Policy BH1 to include “To address dereliction, vacancy and promote appropriate and sensitive reuse and rehabilitation of Protected Structures” was included on the initial Draft Leixlip LAP 2017-2023, now omitted and needs to be included. <p>Pollution and Environmental Services</p> <ul style="list-style-type: none"> • review the current refuse collection in Leixlip carried out by a number of various private contractors and the impact on the environment from the number of lorries driving in and out of the estate by all the contractors; • Progressive in light of climate change to include an additional objective under this policy to complete a review of the current procedures with regard to refuse collection in Leixlip by the variety of private contractors in order to consider alternative options that have less harmful effects on the environment. <p>Open Space</p> <ul style="list-style-type: none"> • Policy OS1 included “To promote and provide amenities / features such as picnic tables, playgrounds or outdoor gym equipment facilities in existing open spaces. This objective has been completely omitted from

Sub. No.	Name	Summary of Submission
		<p>the Draft Leixlip LAP 2020-2026 and needs to be included.</p> <p>Green Infrastructure</p> <ul style="list-style-type: none"> • One of the core objectives of the initial draft Leixlip LAP 2017-2023 included “to preserve, protect and enhance trees (including woodlands) of special amenity, nature conservation or landscape value and ensure they are actively managed to ensure their continued longevity”. The proposed Draft Leixlip LAP 2020-2026 under Policy GI1 with reference to specific objective GI1.6 has removed the latter part i.e. “to ensure they are actively managed to ensure their continued longevity”. This is unacceptable and needs to be reinstated to ensure that our Green Infrastructure is protected; • draft Leixlip LAP 2017-2023 included “Any such proposals for development which would be likely to have a significant effect on natures conservations sites and/or habitats or species of high conservation value will only be approved if it can be ascertained, by means of Appropriate Assessment or other ecological assessment, that the integrity of these sites will not be adversely affected”. This wording has been completely omitted from the draft Leixlip LAP 2020-2026 and needs to be included in order to protect our Green Infrastructure in Leixlip; • Objective included in the initial draft Leixlip LAP 2017-2023 “to prohibit development where it is likely that damage would be caused to trees protected by a Tree Protection Objective or to those which have a particular local amenity of nature conservation value. Development that requires the felling of mature trees of amenity value, conservation value or special interest notwithstanding the fact that they may not be listed in this plan will be discouraged “. The Draft Leixlip LAP 2020-2026 has revised this wording to just include “To seek to protect trees with a particular local amenity or conservation value” - oppose the revised wording on the Draft LAP 2020-2026 and wish it to be restated to that on the initial LAP 2017-2023. <p>Celbridge Road East Key Development Area (KDA)</p> <ul style="list-style-type: none"> • Reference is made to the unanimous decision by councillors to remove this KDA under the previous plan and disappointed to the see the KDA back in; • Zoning of these lands should not be permitted on cultural and heritage grounds, reference is made to Leixlip Castle and Demesne. <p>The Wonderful Barn KDA</p> <ul style="list-style-type: none"> • Density has been increased from 30 units/ha to 35 units/ha with the option to increase to higher where it

Sub. No.	Name	Summary of Submission
		<p>doesn't impact on the Wonderful Barn;</p> <ul style="list-style-type: none"> • Unacceptable as building layout must have regard to the need to protect any views within the site namely from Castletown House which is of historical significance along with ensuring to protect the built heritage of such an asset such as The Wonderful Barn; • Proposed development needs to be sensitive to the cultural heritage of the surrounding areas. Hence this area needs to be a low density development restricting all buildings to 2 storey in height. <p>Black Avenue Key Development Area (KDA)</p> <ul style="list-style-type: none"> • Oppose the zoning of these lands for residential development due to no current public transport route and no road network; • Negative impact on a green and safe access for pedestrian and cyclists using St. Catherine's Park through increased traffic volumes; • Proposed development will further exacerbate the traffic congestion to Main Street, which was noted in the Infrastructural Assessment as having congestion; • Fire Station is located in Mill Lane so there is an added concern of the impact of this proposed residential development to the emergency services response times due to the increased traffic congestion which is unacceptable; • Delivery schedule for the completion of the various infrastructure from year 4 to <u>6 years plus</u> which contravenes objective 72c of the NJPF which states, <i>when considering zoning land for development purposes that cannot be serviced within the life of the relevant plan, such lands should not be zoned for development</i>; • Black Avenue KDA is contravening this objective and is another valid reason why these lands should not be zoned for residential development. <p>Leixlip Gate KDA (Kilmacredock)</p> <ul style="list-style-type: none"> • A Noise study needs to be completed on the effect of motorway noise from M4 on KDA4; • Physical alterations to site, changes to proposed location of residential units and sound barriers to be completed based on study findings; • traffic congestion that zoning these lands will cause on the existing road network is a huge issue which needs to be raised • Imperative that the Traffic Impact Assessments are completed and the recommendations implemented <u>in</u>

Sub. No.	Name	Summary of Submission
		<p><u>advance</u> of the commencement of the proposed development at KDA4.</p> <p>Confey</p> <ul style="list-style-type: none"> no detailed masterplan has been prepared for the lands located in Confey; Urban Design Framework Document is a preliminary design guide for the future development of these lands - not a masterplan; No lands in Confey should be zoned residential until a detailed masterplan is prepared for Confey and fully agreed with Kildare County Council subject to public consultation and in agreement with the Elected Members of Leixlip / Celbridge Municipal District prior to the granting of any planning permission on these lands.
124 (a)	Peter Coffey	<p>The submission relates to Black Avenue (KDA). The submission raises the same issues as Submission 103 (b).</p> <ul style="list-style-type: none"> This submission does state that photographs were attached to the submission however none were attached. The submission also states that it obvious from both the information day and the plan itself that whoever was the author of this proposal has no sense of the place or of the existing community.
124 (b)		<p>The submission relates to Confey Urban Design Framework (KDA). The submission raises the same issues as Submission 109 (a).</p>
124 (c)		<p>The submission relates to Celbridge Road East (KDA). The submission raises the same issues as Submission 109 (b).</p>
124 (d)		<p>This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 101.</p>
125	Jim & Barbara Donnan	<ul style="list-style-type: none"> Holds the view that Planning is primarily about People and Communities and their needs over vested interests or speculative developments; The submission states that the LAP has a development led <i>focus</i> with a dependency on private vested interests for it's a delivery; Lacks any real information on the details beyond land zoning and is devoid of a Masterplan providing the necessary infrastructural and environmental detail and impact assessment. <p>Proposed Housing Development</p> <ul style="list-style-type: none"> LAP envisages 3,315 units of which 1,350 are to be located in the Confey area;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Development on this scale would result in a population increase in Leixlip Town over the next ten years of around two thirds; • Scale of housing development in one location should match the community's natural expansion needs; • The submission states that the LAP does not give any reasonable basis for determining this scale of need and recommends it be scaled down considerably; • Incredibly the LAP suggest the relocation of the GAA grounds which the submission describes as the single most primary sport and social facility; • The submission suggests the former Hewlett Packard site instead; • Mistake of the past was that infrastructure did not follow house construction and LAP is repeating this mistake; • No financials' or funds commitment and guarantees that will ensure that these necessary facilities will materialise in tandem with the housing development proposed • Planners must produce a Masterplan that gives these commitments and guarantees before a single housing unit is designed and approved. <p>Traffic and Transport</p> <ul style="list-style-type: none"> • Considerable traffic congestion at peak times; • The submission questions whether the co-relation between Maynooth and Celbridge has been taken into account; • The Commuter train service from Maynooth, especially at peak times, is already well over capacity and rarely can a passenger get a seat at Confey station; • One 66X bus from Confey heading directly to the City Centre and this is almost full before the village; • Concerns raised on the increase in vehicular traffic even with widening of Cope Bridge; • Traffic increase due to Intel expansion; • Unofficial Park and Ride situation happening in residential areas; • New DART service for Maynooth line envisaged will take at least another 8 to 10 years so add these commuters from the new housing areas to the currently overcrowded public transport network and you are looking at a gridlock situation from Confey through the village of Leixlip.

Sub. No.	Name	Summary of Submission
		<p>Environmental Impact</p> <ul style="list-style-type: none"> • Higher level of traffic result in significant environmental impact; • Leixlip area has experienced severe pressure on its already vulnerable water and electrical supply systems; • Increase in housing will increase pollution, noise levels and general quality of life. <p>Catherine's Park</p> <ul style="list-style-type: none"> • Concerned over the 350 units on lands with access off the Black Avenue; • Access adjoins Fire Station and is a narrow single lane thoroughfare that leads to sewage plant; • Tankers, trucks and tractors with slurry trailers also use this route to the plant on a daily basis, which is only accessed off a narrow road leading to Main Street and the village; • The submission raises concerns even with widening could the road network cater for the increase in traffic; • LAP lacks any convincing rationale for choosing such a location for housing development and it leads us to think that there must be some speculative interest behind identifying a location within such a prime amenity area; • Councillors must oppose the inclusion of this area for housing.
126	David Morrissey	The submission relates to Confey Urban Design Framework (KDA). The submission raises the same issues as Submission 109 (a).
127	Declan Kenny	<p>Quantum of housing</p> <ul style="list-style-type: none"> • Current housing policy has failed and adding over 3,300 housing units to the town could see the population reach as high as 23,433 people. • If the population of the country is growing at a very modest 1.6% per annum, why is Leixlip being asked to grow by over 50% in a short space of time? Draft LAP is out-of-date 'plan' was simply designed to facilitate the growth of Dublin. • Previous growth has allowed massive urban sprawl to occur, resulting in congestion, and lack of schools, services and social problems. <p>Existing Infrastructure and Services</p> <ul style="list-style-type: none"> • Identifies deficiencies in existing infrastructure including mains water, drinking water and wastewater treatment (provides some examples). • Outlines concerns about the provision of roads and schools in light of the projected population growth.

Sub. No.	Name	Summary of Submission
		<p>Leixlip's Topographical Constraints/ Issues with the LAP</p> <ul style="list-style-type: none"> • Outlines constraints of Leixlip's surrounding topography including the two river valleys. • States that it is not a town but a Village and its Main St. is only 400 metres long. • States that the current plans for Leixlip will continue to turn the village into a dormitory town. It is not sustainable, and in breach of the provisions of the Sustainable Planning and Infrastructure Assessment as carried out of the preparation of the Plan. • States that the Plan also breaches National Planning Framework (NPF) which places specific emphasis on <i>'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....'</i> • States that many of the KDA proposals breach Objectives of the plan to phase growth and protected heritage within the town. <p>KDA Celbridge Road East</p> <ul style="list-style-type: none"> • Outlines concerns over lands stating that it should remain intact due to flooding and high water tables • Land should be preserved for farming or future amenity use and setting of Castle should be protected. • Proposed walking routes through Castle are unworkable as its private land. <p>KDA Black Avenue</p> <ul style="list-style-type: none"> • Outlines serious concerns over proposal for lands here and there impact on St. Catherine's Park • Presently issues with traffic (HGVs) damaging Black Avenue. • The proposed development that would ensue from a rezoning would create traffic through a popular public park with woodland and grassland being removed for housing • States that plan also suggests that public amenity land can be turned over for private profit and development. • Proposal is contrary to Objective S8 of the Plan <i>'to protect enhance and connect natural heritage...'</i> • The Council needs to remove this KDA. It was thrown out at the last LAP, and should not be included. <p>North Main Street Backlands</p> <ul style="list-style-type: none"> • Questions the seriousness of this proposal. • Concerns over developer-led nature • Outlines concerns over need for more car parking to serve the Main St.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Asks for more detail as states that plans aren't detailed enough to make a decent observation. • Could cause traffic problems at junction between Main St. and Mill St. <p>Town Centre Public Realm Plan</p> <ul style="list-style-type: none"> • Plans for Arthur Guinness Square seems unworkable i.e. how public space will work within a car park • Issues with proposal to extend riverside walkway. • Asks for reinstatement of original weir along the Liffey to improve the visual amenities along this stretch of the River. • Commends plans for Ralph's Square but questions its delivery. • Concerns over developer-led nature <p>Leixlip Economic Development Strategy</p> <ul style="list-style-type: none"> • Clear that Collinstown has been sterilized for business use. Should be used for housing to take advantage of additional train station. <p>Tourism</p> <ul style="list-style-type: none"> • Draft plan reads well on tourism but Wonderful Barn will be surrounded by houses, Leixlip Castle subject to erosion of estate by houses and Leixlip Spa by road proposal. • Issues about poor treatment of the Wonderful Barn by KCC and the scale and nature of adjacent development (provides and extract from a newspaper article). Barn has huge potential but requires large financial investment to make it happen. <p>Health</p> <ul style="list-style-type: none"> • Need for a Primary Care Centre in Leixlip. States that the Mill Street site was never suitable and KCC should acknowledge this. <p>Car Park</p> <ul style="list-style-type: none"> • Points out an error in the Draft Plan which states that the main car park in the town centre is Abbey St. where it should be Arthur Guinness Square. <p>Surface Water and Ground Water (Flooding)</p> <ul style="list-style-type: none"> • Questions where SuDS has been implemented in Kildare. • Serious issues over development in Confey which has been prone to flooding and could have serious impacts on the residents below within the Silleacháin Stream catchment.

Sub. No.	Name	Summary of Submission
		<p>Pollution and Environmental Services</p> <ul style="list-style-type: none"> • Suggests a barrier be place at the bottom of the Black Avenue to eliminate a dumping black spot. <p>Social Infrastructure Assessment Recommendations</p> <ul style="list-style-type: none"> • Questions how council will increase open space provision for projected population when Plan proposed to remove habitats. • States that proposal for linear park at Black Avenue is nothing of the sort and is just pandering to developers. <p>Conclusion</p> <ul style="list-style-type: none"> • Reiterates concerns stating that while some housing is welcome the amount envisaged is unsustainable. • Housing may not help local retailers in the town • St. Catherine’s Park is a jewel that needs to be respected. • Black Avenue KDA the worst idea ever pitched. • Need to respect the wishes of the previous Councillors who voted to protect the Park from any road development.
128	Tom Dredge	<p>Black Avenue KDA</p> <ul style="list-style-type: none"> • Questions the removal of objective GIO1.10 (B) to protect St. Catherine’s Park from any road development. • Requests that KCC and withdraw their proposal for a road through St. Catherine’s Park to facilitate a major housing development at Black Avenue. • States that KDA will destroy area by removing trees, hedgerow, grasslands etc along with loss of habitat and biodiversity. • Will have negative impact on safe access to the park for cyclists and pedestrians due to the increased traffic flow. • Under previous plan this KDA was remove and no reason for it to be reinstated. • KDA is also contrary to the provisions of the Metropolitan Area Strategic Plan (MASP) regarding the <i>‘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...’</i> <p>Confey Urban Design Framework (UDF)</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • The UDF does not contain a Masterplan as directed by Minister. Without a Masterplan you are effectively asking the residents of Confey to accept whatever development takes place without their prior consultation and is unacceptable • This can only be achieved by the compilation of a Master Plan which would then be presented to all stakeholders with adequate time to lodge any possible objections, this time frame being months rather than weeks. • Plan does not comply with NPF regarding development through infill and brownfield development rather than an over-reliance on greenfield, edge of town development. We have a large brownfield site at HP that should be used for housing. • Proposed works to Cope Bridge to provide two-way traffic will lead to further congestion for residential areas during peak times. It will also result in the loss of Hedgerows and green areas at Glendale including a row of mature oak trees. • The Draft Plan fails to acknowledge adjacent large settlements to Leixlip and sharing the same road networks and public transport facilities. Any development of Celbridge and Maynooth has a negative knock on impact on Leixlip as our road, bus and rail infrastructure • The ability of Leixlip residents to access the N4, bus and rail system is already affected by the scale of the exiting populations in Celbridge and Maynooth without any further development of these towns. • Once the developers get planning permission they will look to increase densities to the maximum so in reality the combined new build will double the size of the residential areas in north Kildare. The numbers in the plan are very misleading in regard to the actual size of the development. The current situation at Wonderful barn is a live example of this type of developer opportunism. • The Strategic Transport Assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP • The MASP identifies a number of strategic development areas. It includes Leixlip/Confey in recognition of the area's location and proximity to the Dublin-Maynooth railway line. The mere proximity of a rail line is no basis for any decision to be made. <p>Celbridge Road East KDA</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Unanimously backed Material Alterations removed this Key Development Area from the last Local Area Plan so there is no reason for it being reinstated. • KDA is also contrary to the provisions of the Metropolitan Area Strategic Plan (MASP) regarding the <i>'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...'</i> <p>Other Points Common to the above Key Development Areas</p> <ul style="list-style-type: none"> • The proposed developments are contrary to Strategic Objective S6 – “To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure”. The town’s infrastructure is already strained and is evidenced by power cuts, water leaks and the ongoing stench in the middle of our town from the existing houses. There is limited capacity at the water treatment works. Improvement works earliest will take place in Q4 - 2022. (True also for the other 2 Subs) • Draft Plan contrary to Strategic Objective S8 is “To protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use.” • Leixlip is a town of historical importance which is also a very beautiful location to live. The scale of any development should match the communities’ natural expansion requirements rather than select a number to match a strategic policy developed far from the town. • Those requirements, as listed below, should be included in the Draft LAP. <ul style="list-style-type: none"> - Homes for the elderly/retired – 25% of Leixlip population 55+ - Affordable homes and Social Housing - A swimming pool site. - A civil building with theatre or performance space. - A Sensory Garden. - Adequate parking in the village and at the train stations. - Maintaining existing estates, green areas or new developments. - Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty.

Sub. No.	Name	Summary of Submission
		- Crèche facilities.
129	Patricia Farrell	<ul style="list-style-type: none"> • States that Leixlip cannot have any more houses built • Concerns over existing congestion, poor quality roads and poor transport services are already being pushed to the limit. • States that Leixlip is a village with already dreadful facilities so it's not feasible to expand it into bigger urban sprawl.
130	Nicola Jackson	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
131	Patrick McDonnell	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
132	Margaret Jackson	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
133	Jenny Keenahan	<ul style="list-style-type: none"> • Understands the need for development and the attraction that Confey offers. • If such development does go ahead in Confey planners are urged to take into consideration the present small community style living here and look at what works and what doesn't work. • A successful plan could make Confey a model community for others rather than the usual development we see in Dublin. • Notes the importance of open space for the well rounded development of children and teens. He talks about the fact that lack of green and open space is a main contributory factor to social deprivation...lack of respect, idleness, boredom leads to social problems. Provides an example of where a large open space adjacent to a primary school in Dublin 15 has made a huge difference in the children's behaviour for the better on a daily basis. • Children show a lack of respect for their surroundings when they have no pride in their environment. If you're surrounded by concrete and you need to get into a car to find a sports pitch it is not conducive to easy living. • The way we plan our towns and cities needs to take into consideration the success of "village building". Need to avoid the necessity of cars and to be able to get around by foot, have access to local shops, green

Sub. No.	Name	Summary of Submission
		<p>spaces and sports facilities.</p> <ul style="list-style-type: none"> • The Plan makes proposals to make a new neighbourhood hub to allow what is already here in the existing community. • It is incumbent on us as the current dwellers of the community of Confey and the potential purchasers of new housing to insist on the same green open spaces as we had growing up here in the 80s. We have a GAA club in a perfect location for the existing community and the new development. Why would the club move to the periphery of any new community? • Apart from the obvious GAA games that take place, the club facilitates a large amount of community groups such as basketball, old folks meeting, bridge club, cards, darts club, pool club, Irish dancing, set dancing. The GAA club will require more pitch space for any new development as the club struggles for pitch space as it is with the existing membership. The GAA club can play a real role in integrating new families to the area of Confey. • Opposed to sprawling development from Blanchardstown, to Ongar and into Confey and anxious to avoid development of poor housing, roads and walls etc. where there needs to be a campaign for green spaces. Do it right and let's have the developer build correctly. • Families living in homes need good infrastructure, access to goods and services, places in schools, sports facilities and green open areas to make their living environment one to be proud of. • Schools places in Confey College are available if the intake of the school is restricted to the area of Confey. • Area has a community centre, library, St. Catherine's Park, GAA club, commercial units, a supermarket and a hotel. May be a need for extra primary schools. • Need proper infrastructure, and not the type that brings roads through parklands. Need plenty of green space and servicing infrastructure upgrades. • Area has what many would want in a community and we don't believe an additional community hub is necessary.
134	Raymond McGrath	<p>KDA Celbridge Road East and Proposed Pedestrian cyclist access through Wogansfield</p> <p>States that is a resident of area and has "extremely serious safety concerns" of the proposed development of the Celbridge Road East KDA and its effect on the laneway at Wogansfield (currently single residential laneway with a proposed increase in pedestrians walking through it)</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • States that he has analysed the laneway makes the following points: <ul style="list-style-type: none"> - This proposal would be entirely unsuitable and dangerous and would result in a catastrophic failure in planning if it was allowed to proceed. - The interest of the Developers should not be put in priority to protecting the - Safety of Children and Adults and the Rights of the Residents of Wogansfield, - Already difficult to enter and exit from any driveway on the lane and requires considerable care and attention - New opening increases risks of being knocked down by vehicles as there would be an increase in children playing above the current number in light of the KDA being developed. - Also risk to pedestrians including Children and cyclists when vehicles come out of each driveway. - Notes that proposal would increase vehicle traffic with drivers or taxis dropping people off where the proposed new access would be at the end of Wogansfield. - A passing vehicle could hit small children stepping out from anyone of the driveway entrances. - Increased vehicle collision risks due to cars being delayed getting in and out of driveways by having to keep letting pedestrians go, which will cause a pile up as well as Cars coming down the lane off Celbridge road having to stop to let people by etc. - Currently Near misses are not at all uncommon with traffic trying to squeeze down a narrow laneway, which is over 115 years old. - Common occurrences on the laneway: Cars having to reverse on a daily basis when meeting cars driving in the opposite direction. This includes reversing back down the lane to allow other cars to enter the lane. - This proposal would lead to a loss of privacy and an increase in noise from vehicles and people passing by. - Risk of Anti- Social behaviours in a confined area with people returning home from pubs or nightclubs, who may gather and cause disruption, would likely increase as a result of this proposal. Wogansfield could be turned into an Anti- Social behaviour nightmare with disruption to sleep etc. - As a result of the effects of this proposal properties in Wogansfield would be devalued. <p>Summary</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • This is highly dangerous proposal given the narrow/one car width of Wogansfield and the vehicles coming out of each driveway onto the lane. It would be highly questionable decision making on the part of KCC to allow this access through Wogansfield to occur and these risks to then develop. • It would raise questions publicly about the safety standards and considerations of KCC and its Senior Management. Accountability would have to be sought; this is a matter of Public importance. • If this proposal is approved and an accident occurs or anti-social behaviour occurs it would have to be referred back to the very people who approved the plan, as this submission raised and KCC are being made aware of it. • Warns of repercussions for Council and development companies if proposal is carried out and states that this submission should serve as very clear notice to KCC not allow access through Wogansfield to go ahead.
135	Nicola Jackson	<p>This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.</p> <p>Also includes the following points:</p> <ul style="list-style-type: none"> • Urban Design Framework for Confey has no actual Master Plan as directed by the Minister. This KDA is a major urban expansion into the adjacent grasslands on the Northern perimeter of our town that is being justified on the basis of regional figures and proximity to a rail line. The scale is way in excess of any demand locally and will negatively impact on the current residential population both during its construction and once occupied. • Refers to the RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) this was completed at the request of KCC in November 2016 and was incorporated as part the original LAP. Subsequently this LAP was redrafted due to boundary issues with the report left out. Nothing has changed in relation to these lands since this report was completed which referred to no more than 250 houses should be built on these lands with the upgrading of Cope bridge. • The existing cemetery is built on underground springs and has caused major concern for people burying loved ones. The graves as well as the area are waterlogged during prolonged spell of rain and this needs to be addressed immediately before embarking on adding to the problem.
136	Grainne Carew	<p>This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.</p>

Sub. No.	Name	Summary of Submission
137	Debbie Kenny	<ul style="list-style-type: none"> • Objects to the bike lane been put over the green area in Riverforest as it will be taking away another green space where a whole community of children play. • Object to the number of houses been placed in Confey when there is existing traffic congestion on Captain's Hill.
138	Norah Blount	<p>This submission raises the same issues as Submissions 50(b) Confey UDF, 54(a) Black Avenue KDA Please refer to Submissions 50(b) and 54(a) for summaries.</p>
139	Mary Faughnan	<ul style="list-style-type: none"> • There seems to be no plans to improve the infrastructure regarding water, electricity and waste. Notes issues with electricity cuts and long periods without water of past year. Also, for at least 6 years on-going works at Aldi/Ryevale Walk have not got rid of the stench surrounding this area. This should be rectified before any further developments take place. • The destruction of an amenity such as the Black Avenue is totally alien. It needs to be preserved and its natural heritage retained. The removal of natural habitats is detrimental to the is in contravention of KCC's own policies. States that the Council seems to have an aversion to trees especially vary mature one. • Outlines concerned about the threat of a road through St. Catherine's Park. • A new park is welcome but will be necessary for the inhabitants of the new developments. St. Catherine's is a natural park, not a <u>designed</u> space. • Notes traffic congestion in mornings making it extremely difficult to get out of River Forest and Glendale. This is caused by traffic going to Confey College and the volume of traffic in general. Also, whenever there is an incident on the N4, vehicles use the Captain's Hill as alternative adding to congestion. Further development will cause mayhem on the Main Street especially at peak times and with the increased workforce in INTEL. • The transport plans need to take account of the fact the Confey station will be the third stop on the Maynooth / Dublin route. With the large developments planned for Maynooth and Leixlip West passengers in Confey will still be travelling on overcrowded trains. • Confey train station has inadequate parking facilities at present and according to the plan the number of parking spaces planned for will fall well short. So train passengers will be still using local estates for parking, causing traffic problems as well as difficulties for emergency vehicle access. • Questions what allowance is made for the '<i>Green Belt</i>' which is supposed to exist between built up spaces?

Sub. No.	Name	Summary of Submission
		<p>It now looks as if Dunboyne, Maynooth, Lucan, Clonee and Celbridge will end up as one massive concrete jungle.</p> <ul style="list-style-type: none"> • The repatriation of Confey GAA to an alternate location to the north of its present location deprives a lot of people of one of the few facilities in Confey. This facility is not just a sports facilities but an amenity for social events / activities and is within walking distance from all the estates in Confey and accessible for children who use the playing fields for casual games of hurling and football. • Issues with access to the new location proposed for the grounds and has issues with the plan referring to current GAA grounds as being an '<u>underutilisation of these strategic lands</u>'. Questions if financial implications have been considered in moving Confey GAA. • Notes that extension to the graveyard is welcome but questions what plans are in place to alleviate the flooding which causes distress to many bereaved families. Asks what arrangements are in place for adequate parking? Again the GAA facilitated parking for funeral, a convenience lost if moved further north. • Two cycleways for River Forest and Glendale will open up these estates to an unknown number of people while also causing loss of the limited green space available in these estates. The 'Bowl' in River Forest is a very important amenity for residents. Cycleway poses risks to young children. , • The type of housing planned is very vague. They are determined as units. A breakdown of the type of unit would be interesting re: aging population, downsizers etc. • Questions the height restrictions of these developments which should be in-keeping with the existing landscape? • Questions provision is there for independent living facilities for elderly people in a supervised setting? • The development of a new street in Leixlip village seems unnecessary with parts of the Main Street in a state of dereliction. Dealing with the owners of the many derelict buildings and incentivising people to take over the ever increasing empty retail spaces would rejuvenate the village centre. A civic space is destined for the new developments again taking the heart from the main town. • The Wonderful Barn is an unique edifice. Hundreds of houses are now going up at a rapid pace and not a single step has been taken towards the restoration of the barn/surrounding buildings. • Buildings appear overnight but amenities and preservation are not considered until afterwards. • While the need for housing is accepted, the density of these developments in such a limited space, with

Sub. No.	Name	Summary of Submission
		<p>vague plans for the necessary infrastructures, will have a very negative effect on Leixlip.</p> <ul style="list-style-type: none"> • For this resident the language in the Plan was very vague leaving one to think that KCC can interpret it to their advantage and to the advantage of the developers. • The time span for residents to view the plan locally was very short and at a time when people were at work or commuting home from work. A deliberate ploy on their part? It ticks the box of informing the community.
140	Annette Fisher	<ul style="list-style-type: none"> • Resident of River Forest and does not approve of a footpath/bicycle path going in the centre of the River Forest green. • Does not approve of high rise building • Should make the houses affordable for young people to buy if going to build • Does not approve of the GAA complex been moved away from where it is situated at the moment as the children and adults are within walking distance to. • St. Catherine Park should not be interfered with as it is the most beautiful park to walk through. • Make the playground bigger for the children to play in Catherine Park.
141	Stephenie Moore	<p>Traffic Congestion</p> <ul style="list-style-type: none"> • Access to the Confey Area, at the Confey GAA, Confey Graveyard area is only by 2 ways (Cope Bridge or Kellystown Lane). Both of these access points are already under severe pressure from the existing volume of traffic on “normal days”. Is there is an accident the entire area can come to a complete standstill for hours on end. • Any development of the area would have to address these two bottle neck points before any building could be start. Trucks could not access the area presently as there is a weight restrictions on the railway bridge at Confey. A new bridge would have to be built before any construction bridge could access the area. • Regardless of any alterations to Cope Bridge, traffic would still be funnelled down the Captain’s hill where there is very little scope for widening, traffic already backed-up at peak times. <p>Widening of Road L1015</p> <ul style="list-style-type: none"> • Concerned about the effect that widening the existing road will have on property, • Will lose a significant amount of my front garden, thus increasing the volume of traffic and noise from traffic and reducing the value of my property.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • A new or widened road would also result in the demolition of several neighbouring houses which would affect the community spirit in the area.
142	Fiona Whitney	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
143	Kay Whitney	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
144	Jean McCarthy	<ul style="list-style-type: none"> • Concerned about the proposed development plans for the Confey and Leixlip area. • Land in Confey which has been in the family for a very long time is included of the Development plan 2020-2026, yet no contact from KCC. • Plan has rezoned their land for social use. What does that mean? • Worried of the effects these 1,000's of proposed houses and extra traffic will mean to our community. As it is, the roads are very congested with traffic from Leixlip, Clonee or Lucan along our very busy road (R149). Also, delays from the Captain's Hill to junction with the N4. • Rail and bus services over crowded and is troubling to think any new residents would be expected to crowd on to these commuter routes. • Questions if anyone from your office ever tried to drive or commute from Confey to Dublin any day, or tried to drive through Leixlip village at rush hour any evening? • It is frustrating to think you can make these development proposals to without any contact with family. Wants an opportunity to discuss
145	Ailish Claffey	This submission raises the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.
146(a)	Paula Confey	<ul style="list-style-type: none"> • Person has been a resident in Confey for 30+ years. • Existing deficiencies in infrastructure such a water outage in Glendale Meadows where we had no water supply and several burst pipes (due to the age of the system in Confey) for 3 full days. • Deficiencies in public transport, Confey served by limited Dublin Bus which is overcrowded at term time. Town was promised DART but never materialised • Issues with sewage odour past 30 years in the centre of Leixlip during warm weather and KCC haven't managed to get to the end of it.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Questions if Kildare County Councillors are willing to stand with the people who elected them? • Refers to the Confey Urban Design Framework where there is a proposal to move the existing GAA Club. Notes the following points in relation to this <ul style="list-style-type: none"> – Confey GAA is an <i>already</i> existing amenity in the heart of the community. It is currently within walking distance for residents both for young and old – To state that the location of Confey GAA is “underutilised” is an insult to all the families involved in setting up the club, developing it, and running it for the past 30 years. – The wording of “underutilisation” also shows the lack of regard for such amenities and places zero value on the voluntary time and effort given to campaigning and fundraising for the club. – Furthermore, moving the GAA club further north takes this amenity not only out of our community but indeed out of its own county! The statement also ensures “ease of access”. But to whom? – Welcomes the proposal of a new “community hub” in the plan, but do not take away already existing ones. • The widening of Cope Bridge for two-way traffic would mean losing the green, recreational areas and hedgerows. It would also result in increased traffic coming into Leixlip Village, making it even more difficult for the residents to exit their estates. Has a ‘Traffic Impact Assessment’ been conducted in relation to this? • In 2017, 1,021 submissions were made and KCC aimed “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”. This appears to have been removed from the plan and in a complete U turn, the council is now proposing a road into the park to facilitate a major housing development at Black Avenue. • The LAP should ensure that key trees, woodlands and high value hedgerows are maintained. • The submission states that it is policy of the Plan to provide a minimum 3,315 new housing units in Leixlip, achieved by increasing housing unit densities at KDAs and inserting new Key Development Areas into the Plan without any documented acceptable reasoning or demand to justify these decisions • LAP fails to provide a Masterplan as directed by ministerial order; • The LAP itself states the following issues <ul style="list-style-type: none"> - Rail transport system is already under pressure. - Secondary schools are at full capacity. A primary school is proposed but no location is determined for

Sub. No.	Name	Summary of Submission
		<p>this.</p> <ul style="list-style-type: none"> - Negative effects on air quality, noise and climate – due to increased emissions and pollution - Negative effects on biodiversity, ecological land and soil - Negative effects on human health and amenities. - Negative effects on local services and utilities <p>National Planning Framework</p> <ul style="list-style-type: none"> • Development will be achieved through infill and Brownfield development rather than an over-reliance on greenfield, edge of town development; • The LAP as proposed does the opposite; • Brownfield option at the HP site that should be used to resolve the current and future housing requirements of the town; • This site already also has access to the motorway system. <p>Infrastructure</p> <ul style="list-style-type: none"> • Failure to deal with existing problems; • Required infrastructure upgrades in advance of any new development; • Shows total lack of appreciation of the current problems the town faces and disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments; • Plan does not adequately factor in the major expansion of Intel’s impact on our existing transport infrastructure. <p>The submission states that no specific provision has been made in the Draft LAP for the following:</p> <ul style="list-style-type: none"> • A swimming pool site, a civil building with theatre or performance space, homes for the elderly/retired – 25% of Leixlip population 55+, affordable homes, social housing, a Sensory Garden, charging points for electric vehicles. • Adequate parking in the village, train stations or the proposed new Confey development. • Maintaining existing estates, green areas or new developments. • Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty <ul style="list-style-type: none"> - witnessed the power cuts, water leaks and ongoing stench in the middle of our town from the existing systems.

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		<ul style="list-style-type: none"> Nothing included dealing with work volunteers, residents associations', tidy towns and individuals are doing with little or no support from KCC. <p>Growth</p> <ul style="list-style-type: none"> Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification. The submission provides details on the current residential homes, current population and those currently using bus/rail and the planned increase in houses, forecasted population and projected to uses bus/rail <p>Population Growth: (using Census 2016 results and CDP Population forecast)</p> <table border="1" data-bbox="584 635 1899 778"> <thead> <tr> <th></th> <th>Current Population</th> <th>Forecasted Population</th> <th>Bus/Rail</th> <th>Currently using Bus/Rail</th> <th>Projected to use</th> </tr> </thead> <tbody> <tr> <td>Leixlip</td> <td>15,504</td> <td>19,794 (+ 4290) + 27%</td> <td>Leixlip</td> <td>1489</td> <td>2321 (+ 55%)</td> </tr> <tr> <td>Celbridge</td> <td>20,228</td> <td>22,801</td> <td>Celbridge</td> <td>1457</td> <td>2071 (+ 42%)</td> </tr> <tr> <td>Maynooth</td> <td>14,585</td> <td>18,996</td> <td>Maynooth</td> <td>1291</td> <td>1676 (+ 30%)</td> </tr> <tr> <td>Total</td> <td>50,317</td> <td>61,591 + 11,272 or 22%</td> <td>Total</td> <td>4237</td> <td>6068 (+1831) +43%</td> </tr> </tbody> </table> <p>Low forecast metric used means numbers will probably be higher</p> <p>Housing Unit growth: (using Census 2016 results and CDP Housing Allocation plan)</p> <table border="1" data-bbox="584 834 1899 1026"> <thead> <tr> <th></th> <th>Current Residential Homes</th> <th>Planned Increase</th> <th>Currently using Roads</th> <th>Projected to use Roads</th> </tr> </thead> <tbody> <tr> <td>Leixlip</td> <td>5219</td> <td>8534 (+3315) + 38%</td> <td>Leixlip</td> <td>4790</td> <td>7776 (+ 62%)</td> </tr> <tr> <td>Celbridge</td> <td>6544</td> <td>9794 (+3250)</td> <td>Celbridge</td> <td>6906</td> <td>9753 (+ 41%)</td> </tr> <tr> <td>Maynooth</td> <td>4674</td> <td>8216 (+3542)</td> <td>Maynooth</td> <td>4005</td> <td>5363 (+ 34%)</td> </tr> <tr> <td>Total</td> <td>16,437</td> <td>26,554 (+10,107) 39%</td> <td>Total</td> <td>15691</td> <td>22892 (+ 7201) +54%</td> </tr> </tbody> </table> <p>Note: Figures may be higher as census data did not differentiate between homes comprising of retired residents and those in work</p> <p>Plan does not reflect or acknowledge complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such the proximity to each other and sharing the same road networks and Public transport facilities.</p> <p>Projected increase in Commuters using Public Transport for work (using CSO and CDP Data)</p> <p>Projected increase in Commuters using Road network (not Buses) for work</p> <p>Any development of Celbridge and Maynooth has a negative knock on impact on Leixlip as our road, bus and rail infrastructure as designed results in passengers and motorists being already in the system before the vehicles reach or pass through our town.</p>		Current Population	Forecasted Population	Bus/Rail	Currently using Bus/Rail	Projected to use	Leixlip	15,504	19,794 (+ 4290) + 27%	Leixlip	1489	2321 (+ 55%)	Celbridge	20,228	22,801	Celbridge	1457	2071 (+ 42%)	Maynooth	14,585	18,996	Maynooth	1291	1676 (+ 30%)	Total	50,317	61,591 + 11,272 or 22%	Total	4237	6068 (+1831) +43%		Current Residential Homes	Planned Increase	Currently using Roads	Projected to use Roads	Leixlip	5219	8534 (+3315) + 38%	Leixlip	4790	7776 (+ 62%)	Celbridge	6544	9794 (+3250)	Celbridge	6906	9753 (+ 41%)	Maynooth	4674	8216 (+3542)	Maynooth	4005	5363 (+ 34%)	Total	16,437	26,554 (+10,107) 39%	Total	15691	22892 (+ 7201) +54%
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147	Mary Baker	<ul style="list-style-type: none"> • Not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest; • Development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to; • Strategic transport assessment for Confey delivered a number of road infrastructural options – no decisions; • Works to Cope Bridge will worsen traffic congestion; • Plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure; • Plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other; • Ask that the scale of Confey be altered to a level that matches the actual demand; • Confey GAA struggle for pitch space, handing more housing would create more problems for the club; • Club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place; • Club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic; • Confey schools (San Carlo and Confey College) utilise our pitches and facilities for matches, sports days, active school week – relocating club inaccessible for the schools; • Concerns over the commercial element of the new community and impact it would have on the club bar; • Confey GAA will be staying.
148	Eoin Donnelly	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
149	John Slattery	This submission raises the same issues (relating to Confey GAA Club) as Submission No. 147. Please refer to Submission No. 147 for summary.
150	Elaine Noonan	This submission raises the same issues (relating to Confey UDF) as Submission No. 118. Please refer to Submission No. 118 for summary.

Sub. No.	Name	Summary of Submission
151	Dermot Hobbs	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
152	Andrew Colton	<ul style="list-style-type: none"> • Mandatory need for the completion of Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) and Environmental Impact Assessment (EIA) on any development within 500m of St. Catherine's park and the adjoining Lucan Demesne. This Assessment should be carried out by an independent contractor holding no conflict of interests. • Further assessment is required to inform an effective masterplan that supports sustainable, safe, smart development in Leixlip. • Has a strong interest in the growing movement in Leixlip to develop and maintain St. Catherine's park as a green space. • The Draft Plan or possible future development (in any future LAP's or Masterplans) regarding linking the N3 and N4 by constructing a road near the park, an EPA and nearby Natura 2000 site is not feasible. Several impacts are clear from construction, noise pollution, habitat fragmentation, and general disruption. Such would attract anti social behaviour (e.g. underage drinking and graffiti). • It is imperative that this sensitive ecological area be protected from direct and indirect impacts of town's expansion. The Environmental Report clearly states the loss of open space, and amenity use could also be considered to have the potential to give rise to negative effect on population and human health. Take heed of this suggestion and warning. Community is prepared to go as far as IROPI to prevent negligent planning and development in St. Catherine's park, Confey and Leixlip as a whole. <p>Social, Health, Ecological, impacts of development near St. Catherine's Park</p> <ul style="list-style-type: none"> • An EIAR should be completed by an independent Environmental Assessment body to assess the possible impacts to flora, fauna and water quality. • The zoning and development of apartments and housing near Catherine's park will negatively impact a Strategic Open Space that forms part of the green corridor between Leixlip, Lucan and Dunboyne. The presence of several protected plants in this area has been almost completely neglected by LAP. • An SEA be carried out before any land is zoned to fully assess impacts on native and protected biota. • Proposed development of the Black Avenue will cause massive increases in pollution and increased noise levels which will be detrimental for users and animals habitants. Such disruption may even have a negative

Sub. No.	Name	Summary of Submission
		<p>impact on migratory birds that use the area periodically. The development will destroy existing habitats.</p> <ul style="list-style-type: none"> • The impact of any development on the scenic value of St. Catherine’s park and the Lucan Demesne is a great cause for concern among residents. Any overpass visible from the park will severely impact the environment. It is imperative that an AA be carried out in the park and surrounding area so that such structures can be restricted near this area. Black Avenue provides a scenic tour along one of Leixlip’s oldest buildings and it is important that this area be included in the assessment. • St. Catherine’s Well is located halfway down the Black Avenue and provides a rare religious experience facilitating visitors spiritual aspects and once held significance as a place of pilgrimage. This area should not be tarnished by the proposed residential road. • Plan does not enhance the existing built and natural environment of Confey but rather reduces its quality. • Thousands of people regularly use Black Avenue and the Park for recreational sports and walking/jogging. Any development whether residential or infrastructural in this must be strategically situated a safe distance away so as to effectively avoid both direct and indirect impacts to ecology, green space and human health. • The massive (and rising) yearly footfall alone through St. Catherine’s park warrants protection from air pollution. A public road or (possible future transport authority target) major bypass on either side of this area may threaten air quality and have detrimental effects on park engagement and quality of life of locals. • Very little attention or consideration has given to the protection of heritage buildings and protected structures. Several buildings such as St. Catherine’s Well and Castle have been mentioned in development with no concrete plan as to how they will actually be protected. • Funding must also be allocated to continue / speed up the restoration and protection of such buildings before further development. Draft Plan does not provide the conservation plans re Confey graveyard and archaeology sites of interest in the area. • Draft LAP includes plans for a new public park. A new park will be welcomed but we already have issues with the maintenance and upkeep of St. Catherine’s Park. If we cannot get the issues resolved with our existing park is funding for the upkeep of this new park. <p>Non-Feasibility of Large Scale Development in Confey</p> <ul style="list-style-type: none"> • Plan contains Urban Design Framework but no actual Masterplan as directed by the Minister. • This major urban expansion into the adjacent grasslands on the Northern perimeter of our town that is

Sub. No.	Name	Summary of Submission
		<p>being justified on the basis of regional figures and proximity to a rail line.</p> <ul style="list-style-type: none"> • The scale is way in excess of any demand locally and will negatively impact on the current residential population both during its construction and once occupied. • It is highly necessary to conduct an AA and create restrictions on zoning and housing specifications to safely protect the canal waterway ecosystem and surrounding skyline between Confey and Dunboyne. • The current LAP proposes the development of two-pedestrian/cycle bridges at Glendale & River Forest. The design and scale are unknown. The knock-on effect on existing residents will be very negative creating a flow of activity into settled residential areas that is unwanted and provides no benefit to the people living in these areas. The scale of these bridges will negatively affect both the existing skyline and general visual aspect of these areas. • Outlines dangers of anti-social activity that may arise from new bridges and cycleways. • The Draft Plan does not reflect or acknowledge the complexity and size of adjacent settlements which are sharing the same road networks and Public transport facilities. Any development of Celbridge and Maynooth has a negative knock on negative impact on Leixlip The ability of Leixlip residents to access the N4, bus and rail system is already affected by the scale of the exiting populations in Celbridge and Maynooth. • Once the developers get planning permission, they look to increase the densities and therefore the total numbers are underestimated. In reality the combined new build will double the size of the residential areas in north Kildare. The numbers in the plan are misleading in regard to the actual size of the development. The current situation at Wonderful barn is a live example of this type of developer opportunism. The same precedent should not be set in Confey. • The proposed works to Cope Bridge to provide two way traffic will make the situation worse for residential areas located east and west of Captain’s Hill and lead to further congestion. • The plan also does not adequately factor in the major expansion of Intel’s impact on our existing transport infrastructure. • Outlines capacity of Leixlip’s servicing infrastructure. Outlines problems in relation to power cuts and water leaks and sewage odours over recent months/years. • No hydrological analysis has been completed on the effects of this proposed development on hydrological

Sub. No.	Name	Summary of Submission
		<p>cycles and water quality in Confey. The Confey historical / future flooding risk has been clearly identified. The LAP has no on-site flood risk analysis completed. No criteria offered to show what scale or nature of a development would warrant an on-site flood risk analysis.</p> <ul style="list-style-type: none"> • The Draft LAP proposes phasing/sequencing programme to enable & ensure adequate infrastructure is provided alongside new development. The actual detail in the draft provides no assurance that this development will in fact take place in tandem with the required infrastructure being put in place. • Zoning Lands to 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. No commitment has been made to actually provide anything. • The park and ride facility according to the LAP will be within the new development. This area will not be close enough to the train station to encourage use. To have a max 50 spaces is silly and an area of at least 300 spaces would be required. Outlines problems of train users currently parking in nearby residential estates. • The location, scale and identity of the Confey development lands within the framework are apparently to take into account the presence and proximity to the rail line and the future DART expansion. The mere proximity to rail line is no basis for anything. • Plan is presuming that the future residents will predominately want to travel on the line. In reality the new residents will want to commute in a multidirectional radial route system which simply means the existing road infrastructure will be absolutely overloaded. The future expansion of the DART will not be within the timeframe of the LAP and therefore no development should proceed until the completion of the upgraded service. • AA is required additionally in the Confey housing development lands surrounding the proposed housing (Confey GAA). • Concerns over scale and height of buildings which is totally out of line with the character, current built and natural landscape. The integrity of the area at the back of Confey must be protected from multi-storey development. This model of housing has been in place in West Leixlip for many years and it is suggested that it be restricted in Confey to protect the skyline. <p>Conclusion</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • The lack of commitment in the documentation is a major problem that undermines the entire plan. The suggestion is that (LAP) & (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. How long will this take? Unless the road and other network is committed or in place to allow more development proceed will be disastrous for the town and the entire area. • The Draft LAP makes no specific provision for: <ul style="list-style-type: none"> - Maintaining green areas and enhancing access to nature and recreation for the people of Leixlip A swimming pool site - A Sensory Garden. - Adequate parking in the village, train stations or the proposed new Confey development. - Improving the aesthetic quality of existing estates, - Improving and maintaining the existing servicing infrastructure. • A more comprehensive SEA, AA and finally EIA must be carried out to assess impacts on the natural green space within and surrounding St. Catherine's park. • An additional AA should be carried out to assess impact on the skyline and the visual sore that the proposed multi-storey housing blocks at Confey train station. • The social, logistical, and particularly the environmental implications of the proposed development in the 2019 LAP must be accurately re-assessed with the currently plans being reduced and refined.
153	Damian Scott	<ul style="list-style-type: none"> • Not against housing but need the infrastructure in place before you can continue with the building. local schools which are almost full to capacity. Witnessed a large increase car traffic without any new infrastructure been built. <p>Other Community, Sports and Recreational Facilities</p> <ul style="list-style-type: none"> • There is no mention of a swimming pool on the Draft LAP. Included on all the previous LAP including 2002 is an objective to "Promote the development of a swimming pool to serve the people of Leixlip". It is unacceptable to omit this all important community facility from the current Plan. • Argues need for Leixlip to have a swimming pool considering its position within the Dublin Metropolitan Area and also having one of the largest multi-national corporations which from a financial perspective would greatly assist in the running costs due to the high demand by the employees.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> Policy MT3 with regard to Roads needs to include an additional objective with regard to the protection of St. Catherine's Park as follows: '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.' <p>Built Heritage</p> <ul style="list-style-type: none"> The parklands of the Wonderful Barn needs to be enhanced to a high quality amenity area and green space for both biodiversity and recreational use. As part of promoting The Wonderful Barn as an integrated tourism attraction we need to include a large playground on the scale of St. Catherine's Park with an adjacent Skateboard park and the provision of a picnic area . The Plan refer to a detailed conservation and management plan (EDT3.10). It would be beneficial if this could include public consultation to address any community conservation concerns and ideas <p>The Wonderful Barn KDA</p> <ul style="list-style-type: none"> The previous Draft Leixlip LAP 2017-2023 under Built Form included medium to low density residential development in the order of 30 units per hectare. This has now been increased to 35 units per hectare along with giving an option to increase the density even higher where it is determined it does not impact the Wonderful Barn. This is unacceptable as building layout must have regard to the need to protect any views within the site namely from Castletown House which is of historical significance along with ensuring to protect the built heritage of such an asset such as The Wonderful Barn.
154	Yvonne Flannery	<p>Black Avenue KDA / St. Catherine's Park</p> <ul style="list-style-type: none"> Proposed development of Black Avenue KDA is contrary to Objective S8 which commits the council to protect and enhance natural heritage, amenity areas and green spaces throughout Leixlip. This proposed development is inside an existing park and cannot have any positive impact on the existing amenity which is enjoyed residents daily. The increased traffic volumes alone for 350 houses which translates to about 700 cars in modern society will greatly impact on pedestrian, cyclist and vehicular access to St. Catherine's Park. It seems that using public lands (Black Avenue) to facilitate a private development of 350 houses is in contravention of every Environmental Report produced which all state that the loss of open space and amenity areas has the potential to give rise to negative effects on the population and human health.

Sub. No.	Name	Summary of Submission
155	Helen Edmonds	This submission raises the same issues as Submission No. 123. Please refer to Submission No. 123 for summary.
156	Robert Rochford	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
157	Anne Lysaght	<ul style="list-style-type: none"> • Objections to the plans as proposed for the Leixlip area. To sanction the building of more housing when we can barely cope with what is here already is beyond belief with the present lack of infrastructure. • To consider moving the Confey GAA to another location is ludicrous, the current site is accessible to all who use it. Decisions are being made by remote planners who have likely no idea where the Main Street even is in Leixlip. • Black Avenue is an amenity close to St. Catherine's Park and should not be interfered with.
158	Stephen McGovern	<ul style="list-style-type: none"> • Previous objective removed from Plan - '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.' • In a complete U-turn the LAP is now in fact proposing a road into the park to facilitate a major housing development at Black Avenue. This change is despite 1,021 submissions in 2017 regarding protection of St. Catherine's Park from road development. To totally ignore the people is dictatorial and undemocratic.
159	Lydia Keogan	<ul style="list-style-type: none"> • No road to go through St. Catherine's Park.
160	Gary Byrne	<ul style="list-style-type: none"> • Outlines serious concerns about any road going through St. Catherine's Park • Surrounding areas need this untouched amenity and with all the houses coming to Leixlip we need this area for playing pitches to accommodate the huge numbers in a few years • Argues that at some stage in life you have to make a stand for what is morally right and asks the Council to check its moral compass before it is decided to run trucks and cars through a beautiful park.
161	Aileen and Jason McCarthy	This submission raises the same issues as Submission No. 123 relating to several provisions of the Draft LAP. Please refer to Submission No. 123 for summary.
162	Gerry Flannery	<p>Black Avenue KDA / St. Catherine's Park</p> <ul style="list-style-type: none"> • Proposed development of Black Avenue KDA is contrary to Objective S8 which commits the council to protect and enhance natural heritage, amenity areas and green spaces throughout Leixlip. • This proposed development is inside an existing park and cannot have any positive impact on the existing amenity which is enjoyed residents daily. • The increased traffic volumes alone for 350 houses which translates to about 700 cars in modern society will

Sub. No.	Name	Summary of Submission
		<p>greatly impact on pedestrian, cyclist and vehicular access to St. Catherine's Park.</p> <ul style="list-style-type: none"> It seems that using public lands (Black Avenue) to facilitate a private development of 350 houses is in contravention of every Environmental Report produced which all state that the loss of open space and amenity areas has the potential to give rise to negative effects on the population and human health.
163	Nicola Cushen	<ul style="list-style-type: none"> Objects to the removal of the protection from St. Catherine's Park. Area needs to remain protected with no road or bridges going through it or over it. This is a vital facility for Leixlip and further afield. Must protect the few facilities we have. Object to a road through St. Catherine Park. Objects to the building of houses in Black Avenue KDA. States that the park was given to the people of Leixlip and KCC do NOT own it. They have no right to give it to a developer.
164	Susan Donaghy	<ul style="list-style-type: none"> Once again, objecting to a new LAP which could have been passed previously (refers to the 2017-2023 Leixlip LAP) Notes the 2017-2023 LAP passed by Councillors and Ministerial Direction issued in 2018. Notes the requirement for 3,315 additional units in the town which it states is beyond comprehension and excessive for such a small town. Public transport and road infrastructure is already under pressure. Can planners not see that considering the physical constraints of Leixlip, 3,315 additional residential units as per this Draft Leixlip LAP is excessive for a small town or for any other small town? <p>Waste Water/Sewerage and Water Supply</p> <ul style="list-style-type: none"> Outlines concerns over capacity of water and wastewater infrastructure. The zoning and development of lands must be phased in line with the capacity of supporting infrastructure such as water supply and wastewater. <p>Roads</p> <ul style="list-style-type: none"> Policy MT3 with regard to Roads needs to include an additional objective with regard to the protection of St. Catherine's Park as follows: <i>'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.'</i>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • There is no suggestion of a road through St. Catherine's Park. It is not acceptable to clearly omit this objective, which was agreed by all the councillors when discussing the Leixlip LAP 2017-2023. <p>Town Centre</p> <ul style="list-style-type: none"> • In order to ensure the town centre achieves its potential, a vacant site levy should be introduced with the sole purpose of urban regeneration. • With regard to Main Street Backlands Regeneration Objective included in the Draft Leixlip LAP 2020-2026, it provides opportunities whereby the town of Leixlip can be enhanced to make it livelier. Main Street Backlands region should incorporate a number of restaurants and café/bars that are child friendly. • Why are houses being built if there are no services to support the population growth? Will you continue to approve housing and do nothing with the village? <p>Green Infrastructure</p> <ul style="list-style-type: none"> • One of the main objectives of the initial draft Leixlip LAP 2017-2023 included “to preserve, protect and enhance trees (including woodlands) of special amenity, nature conservation or landscape value and ensure they are actively managed to ensure their continued longevity”. The proposed Draft Leixlip LAP 2020-2026 under Policy GI1 with reference to specific objective GI1.6 has removed the latter part i.e. “to ensure they are actively managed to ensure their continued longevity”. This is absolutely disgraceful and needs to be reinstated to ensure that our Green Infrastructure is protected. • The Draft Leixlip LAP 2017-2023 included “Any such proposals for development which would be likely to have a significant effect on nature's conservation sites and/or habitats or species of high conservation value will only be approved if it can be ascertained, by means of Appropriate Assessment or other ecological assessment, that the integrity of these sites will not be adversely affected”. This wording has been completely omitted from the draft Leixlip LAP 2020-2026 and needs to be included. • Another objective included in the initial draft Leixlip LAP 2017-2023 was “to prohibit development where it is likely that damage would be caused to trees protected by a Tree Protection Objective or to those which have a particular local amenity of nature conservation value”. Development that requires the felling of mature trees of amenity value, conservation value or special interest notwithstanding the fact that they may not be listed in this plan will be discouraged”. The Draft Leixlip LAP 2020-2026 has revised this wording to just include “To seek to protect trees with a particular local amenity or conservation value”.

Sub. No.	Name	Summary of Submission
		<p>Celbridge Road East Key Development Area (KDA)</p> <ul style="list-style-type: none"> • Refers to the final stage of the last draft for the Leixlip LAP 2017-2023 relating to “Material Alterations” where there was a vote taken by all 40 councillors on the to remove the residential zoning for lands at Celbridge Road East. Despite the unanimous decision by our councillors, it is again disgraceful to see these lands back in the Draft LAP. • The zoning of these lands should not be permitted on cultural and heritage grounds. Leixlip Castle and demesne are listed for protection in the CDP. Existing protection orders should not be contravened in the interest of expedient development and greed on this heritage site. The Wonderful Barn has already been zoned and is being developed. Where do you propose this traffic will go? Onto the already full to the brim N4? <p>The Wonderful Barn KDA</p> <ul style="list-style-type: none"> • The previous Draft Leixlip LAP 2017-2023 under Built Form included medium to low density residential development in the order of 30 units per hectare. This has now been increased to 35 units per hectare along with giving an option to increase the density even higher where it is determined it does not impact the Wonderful Barn. • Building layouts must have regard, for the need to protect any views within the site, from Castletown House and The Wonderful Barn. In order to block the visual impact of any new residential development, the proposed development needs to be sensitive to the cultural heritage of the surrounding areas. This area needs to be a low density development. Questions why does the wording/legislation keep changing? <p>Leixlip Gate KDA (Kilmacreddock)</p> <ul style="list-style-type: none"> • A Noise study as per Kildare Noise Action Plan 2013-2018 needs to be completed on the effect of motorway noise from M4. Physical alterations to site, changes to proposed location of residential units and sound barriers to be completed based on study findings”. • The traffic congestion that zoning these lands will cause on the existing road network is a huge issue which needs honest and reliable. • Traffic Impact Assessments to be completed and the recommendations implemented in advance of the commencement of the proposed development at KDA. Traffic Assessments must not be carried out during school holidays or in the months that holidays are being taken.

Sub. No.	Name	Summary of Submission
		<p>Maynooth Road/R449 Roundabout</p> <ul style="list-style-type: none"> Disgraceful to see that this road will be re-aligned to suit road planners and people who do not live here. There is no regard for residents, walkers, joggers who pass by this route each day. To comprehend putting traffic lights on the Kilmacredock and Celbridge/N4 roundabouts is a joke. What is going to happen to all the traffic? Is it going to spill out onto the R449 and where will all this extra traffic go?
165	Grainne Kelly	<ul style="list-style-type: none"> Objects to a road through St. Catherine Park. Objects to the building of houses in Black Avenue KDA. States that the park was given to the people of Leixlip and KCC do NOT own it. They have no right to give it to a developer.
166	Joanna Beard	<p>This submission raises the same issues as Submissions 50(b) Confey UDF, 54(a) Black Avenue KDA and 54(b) Celbridge Road East KDA. Please refer to Submissions 50(b), 54(a) and 54(b) for summaries.</p> <p>Also includes the following points:</p> <ul style="list-style-type: none"> A resident who has grown up in Leixlip. What is being proposed is a total disgrace and is not taking into consideration how the residents are already impacted by traffic, lack of infrastructure, public transport. Yes we have a good service at present with bus and rail but this cannot be stretched any more than it already is. It would be such a failure to see that pitch lost to build houses, apartments etc. This has to be stopped and fully thought through before any decisions are made the residents need to be consulted.
167	Orla Gildea	<ul style="list-style-type: none"> Strongly objects to any changes and of special protection clauses being removed from St. Catherine's Park. Objects to any developments to link roads. The park is amazing as it is and a credit to KCC. Should be left alone. I object to a road been built in St Catherine Park and to the building of houses in Black Avenue.
168	Jonathan Kelly	<ul style="list-style-type: none"> Objects to a road been built in St. Catherine's Park. Strongly objects to the building of houses in Black Avenue.
169	Anne Savage	<ul style="list-style-type: none"> 100% against such dense overdevelopment of Leixlip. As it is Leixlip does not have enough parking down the village nor is the village developed properly with only pubs and bookies. Also Leixlip doesn't have a swimming pool and I am here 20 years The trains and buses are always over crowded to the point that is a health hazard how can it cope with more commuters plus services are not frequent enough. Very disappointed that there wasn't a public meeting to show the plans and discuss peoples' concerns and if

Sub. No.	Name	Summary of Submission
		there was it wasn't publicised as I never heard of it.
170	Aoife Gaffney	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
171	Naomi Malone	<ul style="list-style-type: none"> • Disagrees with any plans that would increase a traffic presence onto an already congested small lane (Mill Lane) in which the emergency services need 24/7 unrestricted access. Any developments would interfere and damage greenery in the area.
172	John Heraty	<ul style="list-style-type: none"> • Cannot cripple the town for a decade to further enrich a few property developers. Expect serious electoral backlash and even civil disobedience if the town is brought to a standstill. Infrastructure already at breaking point.
173	Allan Stewart	<ul style="list-style-type: none"> • Objects to the proposed development of the lands north of the canal. • The traffic on Captain's Hill is already at breaking point. Trying to leave the estates of Confey during morning rush hours is already incredibly difficult. • Adding 1,000+ new homes will make things considerably worse. • There is on measures called out in the plan to address this increased traffic. The 'car ownership' numbers mentioned are nowhere near accurate. The favoured route in the transport plan (which is not funded) calls for a new road to go through land owned by a private company (Intel) which is in the process of expanding as it is. The only real possible solution is a horrible one, a road through St. Catherine's Park. • There mention in the plan of an improvement to the rail infrastructure before these lands are developed, but no mention of what constitutes an "improvement". The rail network is already massively insufficient • The proposed addition of 300+ properties in east Leixlip (Black Avenue) is a disgrace. Building a ring road through the lower part of the Park is massive mistake. This is the most prized asset of all Leixlip; everything should be done by the representatives of the Leixlip population to protect it at all costs. Not to mention, the impact this development will have on traffic in Leixlip village which is extremely congested during rush hour. • Adding a new busy junction at the old ESB will add to this nightmare. • For anyone who travels through Celbridge/Maynooth frequently, it's clear that these traffic issues fundamentally damage small towns. Appeals not to let Leixlip make the next mistake.

Sub. No.	Name	Summary of Submission
174	Leixlip Park Residents Association	<ul style="list-style-type: none"> • Submits that the plan to rezone and develop the land at Celbridge Road East for residential units should be redacted from the Draft LAP based on consultation with residents of Leixlip Park and other Resident Associations located along the Celbridge Road area. The concerns and issues of the residents regarding the proposed development of Celbridge Road East KDA are outlined below. <p>Concerns surrounding facilities and amenities within the Leixlip area</p> <ul style="list-style-type: none"> • Major concerns among residents that key social and environmental building blocks of a thriving town are not in place to facilitate the growth envisaged by the proposed LAP. • No evidence within the LAP of adequate forward planning, availability of public funds or definitive timelines to address shortcomings within the lifetime of the LAP or within the expected timeline in which the residential development will proceed. <p>The building blocks in question include:</p> <p><i>a) Waste Water</i></p> <ul style="list-style-type: none"> • Outlines problems in relation to wastewater in the town (ongoing odour in the town etc.) • Notes that Irish Water is putting together a Drainage Action Plan, scheduled to be completed in 2019, to consider the issue. There is no guarantee that this plan will contain any ‘quick fixes’ to the issue. • The short term fix outlined in the LAP only accounts for 8,000 PPE for the towns listed above and given the scale of KCC’s CDP for the Metropolitan areas of Kildare this is insufficient for the plans for Leixlip, Maynooth, Celbridge and Kilkock. <p><i>b) Road and Traffic Management</i></p> <ul style="list-style-type: none"> • The Celbridge Road (R404) is unique in Leixlip insofar as it is the only stretch of roadway that has such a wide variety of infrastructure contained within a small section. Celbridge Road is almost a village unto itself. • There are currently circa 560 housing units planned for Wonderful Barn KDA. If Celbridge Road East KDA proceeds then Celbridge Road will need to cope with an increase of traffic in the region of 60% to 80%. The LAP only offers definitive plans to enable easy access for Residents from Wonderful Barn KDA accessing the Celbridge Road. • There are no plans or objectives proposed to improve the future access issues of the other residents along its length. By proceeding with both the current residents of Leixlip and the new residents of Celbridge Road East KDA will be negatively impacted.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • The existing congestion at the intersection of the Celbridge Road (R404)/ Main St (R148) is an area of concern for residents along the Celbridge Road (R404). Through the insertion of objective MT03.3 (iv) the revised LAP has acknowledged that there is an existing issue with this intersection. • Uncertain whether any Transport Assessment of the area has been conducted it could be presumed that the Transport Assessment remains outstanding. This is of great concern to existing residents in light of the development proposal for the KDA <p><i>c) Community/Recreational facilities</i></p> <ul style="list-style-type: none"> • There have been no significant additions to the facilities for the residents of Leixlip since the expansion of Leixlip in the early 2000's when a number of estates were built along the Green Lane (Glen Easton, Beech Park, Rinawade, Ashbrook, etc.). The recreational facilities, which are quite limited and located at the Leixlip Amenities Centre, include 1 small playground. • The LAP has no objective listed to build another playground although it is mentioned in passing along with a skate park; and group/ team activities including basketball, soccer, running, tennis etc. • It will take circa 20/25 minutes for residents in Celbridge Road East KDA to access the facilities located at the Amenities Centre by foot. • Leixlip was promised a swimming pool as part of a number of historic LAP's. This was never fulfilled. There is a strong feeling that any 'promises' for community improvements by KCC (playground/Skate park) will not be actioned. • Recent developments at St Catherine Park are expected to dramatically reduce the amount of available parkland. The position is worsened further by the development of Wonderful Barn which will dramatically reduce the parkland available to the residents of the Celbridge Road. Therefore, it may be more beneficial to the Leixlip community that Celbridge Road East KDA be available as parkland. <p>1) Reversals by KCC on policies contained within the LAP</p> <ul style="list-style-type: none"> • The LAP has 2 sections devoted to retention of Heritage and the Environment - one deals with Build Heritage and the other with Natural Heritage. • The proposed development of the KDA will not be a boon to the town as regards to its availability of green areas, its habitat protection and retention or its historical architectural preservation. Difficult to see how the development here will retain or even augment any of the existing features surrounding it as per the

Sub. No.	Name	Summary of Submission
		<p>Objectives of the LAP given:</p> <ul style="list-style-type: none"> – to access the site by foot or by car it will require that a centuries old wall will have large sections of it destroyed to allow passage – hedgerows and trees at these entrance points will be removed to allow entrance and to improve visibility for cars entering /leaving – Long hedgerows (with mature trees) located on the site itself will have to be destroyed/removed as part of any development. – The construction of 2/ 3 story residential units on the elevated piece of land which is Celbridge Road East KDA will certainly impact the view from Leixlip Castle which is in existence. The trees that surround it will only hide the proposed development when they still have their foliage. <p>2) Site specific issues with Proposed Housing at Celbridge Road East KDA</p> <ul style="list-style-type: none"> • Residents have voiced a number of issues/ concerns regarding the proposal to build residential units on site. Their concerns include privacy, loss of natural light, drainage/ flooding risk and noise pollution: <ul style="list-style-type: none"> a) <i>Privacy</i> <ul style="list-style-type: none"> ○ The residential developments bordering Celbridge Road East KDA were built on a similar level to the existing Leixlip Demesne boundary wall. This historic wall is not uniform but it averages at about 6-7 feet high. ○ Land at Celbridge Road East KDA was radically altered during the construction of the M motorway and now stands at 3 feet to 5 feet higher in places raising privacy concerns among residents. ○ Notes that an average sized person standing on the land in Celbridge Road East KDA will be at an eye-level with the bedroom windows of the adjacent estates and homes. This level of intrusion is unacceptable as most homes are only 20 to 30 feet away. b) <i>Loss of natural light/Number of Units proposed</i> <ul style="list-style-type: none"> ○ It is feared that these units may overshadow the existing estate blocking out a lot of natural light. ○ Outlines concerns over increased in units allowed. Higher densities on the site would exacerbate traffic levels wastewater, education/community facility issues discussed earlier. c) <i>Drainage/ flooding risk</i>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> ○ The additional height of the land of site may also result in drainage from the site naturally flowing downhill to the adjacent estates causing increased risks of minor flooding to those homes. <p><i>d) Noise pollution</i></p> <ul style="list-style-type: none"> ○ Residents in area can already here the motorway noises quite clearly as their homes are only 200-300 metres in places from the motorway. ○ It is concerning that KCC envisage placing a large number of housing units in such close proximity to a major motorway. Studies have shown that increased traffic noise has a detrimental social impact to those people living there. <p>Submission includes 4 no. photos illustrating significant differences in heights between Celbridge Road East KDA and the adjoining residential developments. The photos also illustrate the boundaries between the KDA and existing residences.</p> <p>Lack of planning</p> <ul style="list-style-type: none"> ● Studies should have been carried out which would have identified issues and problems to planners in the proposed LAP ● Approach taken is backward and haphazard and could result in future plans becoming developer-led with the concerns of residents regarding Heritage, Safety and the Environment becoming secondary. ● Recommends that prior to reaching a decision of the rezoning of land for residential use, particularly in the case of Celbridge Road East, the following assessments/ studies should be completed: <ol style="list-style-type: none"> 1. A Traffic Impact Assessment should be completed along Celbridge Road taking into consideration the expected impact from the residential development of both Celbridge Road East KDA and the Wonder Barn KDA. 2. An environmental study of the existing habitats on both the Celbridge Road East KDA and the hedgerows and trees along Pound Street and the Celbridge Road that would be affected by any development at Celbridge Road East KDA. 3. A Noise study as part of the wider Kildare County Council Noise Action Plan. 4. Drainage and flood risk assessment. 5. A comprehensive and detailed approach to minimise the effects of the height disparity in the lands designated Celbridge Road East KDA in relation to the existing adjoining residential units and Leixlip

Sub. No.	Name	Summary of Submission
		<p>Castle.</p> <ul style="list-style-type: none"> • Recommendations coming for the above assessments/ studies should be factored into the rezoning application. • Notes that the minimum requirement for a developments Open Space provision of 15% has been omitted from the latest version of the LAP. This should be included in the build form section of the LAP. • While the boundary area (hedgerow, ditch and boundary wall) between the existing estates and the KDA should be retained with a suitable barrier of open space this should be excluded from the 15% Open space provision as this type of land would be deemed unsuitable and unsafe for recreational purposes of residents. • The LAP should provide guidance to ensure: <ul style="list-style-type: none"> – Any further planning permission includes a comprehensive design in respect of the Demesnes boundary wall to ensure the residents of Celbridge Road East KDA are prevented from misusing or damaging the structure and to implement safety measures to prevent injury to younger residents from any development seeking to ‘explore’ the Demesnes boundary – Any damage to the Leixlip Castle grounds from the development of Celbridge Road East KDA is prevented from occurring without altering the current structural views from/to Leixlip Castle.
175	Paul Gill	<ul style="list-style-type: none"> • Strongly objects to the plan to build additional housing in the Leixlip area especially though St. Catherine's Park
176	Stephen Dredge	<p>Black Avenue Key Development Area</p> <ul style="list-style-type: none"> • Unclear why previous protection afforded to St. Catherine's Park omitted • Council should withdraw their proposal for a road through St. Catherine's Park • There already exists a linear park and in fact, proposals for linear park through here would destroy existing trees, hedgerows and grasslands • Proposal will also have a negative impact on safe access to the park for cyclists and pedestrians due to the increased traffic flow • Unanimously backed Material Alterations removed this Key Development Area from the last Local Area Plan • Development here would not achieve the objectives of sustainable development set out in the Metropolitan

Sub. No.	Name	Summary of Submission
		<p>Area Strategic Plan</p> <p>Confey Urban Design Framework</p> <ul style="list-style-type: none"> • Does not contain a masterplan as directed by the Minister • Only presentation of a masterplan would allow stakeholders to adequately engage with consultation • LAP fails to adequately develop 'brownfield' land, prioritising 'greenfield' instead • Proposed works to Cope bridge will lead to additional congestion in the surrounding areas and result in the loss of a row of existing oak trees • Draft Plan fails to acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport facilities • The numbers in the plan are very misleading in regard to the actual size of the development as developers will seek to maximise densities on sites • The Strategic Transport Assessment for Confey includes a number of road infrastructural options but no decision has been made on these despite their importance to the plan <p>Celbridge Road East Key Development Area</p> <ul style="list-style-type: none"> • Unanimously backed Material Alterations removed this Key Development Area from the last Local Area Plan; • Development here would not achieve the objectives of sustainable development set out in the Metropolitan Area Strategic Plan <p>Other points relating to Key Development Area</p> <ul style="list-style-type: none"> • Development is contrary to Strategic Objective S6 which requires significant future growth to be phased with infrastructure. Infrastructure is already strained • LAP would threaten or destroy natural heritage, high quality amenity areas and other green spaces throughout Leixlip contrary to Strategic Objective S8 • Key specific pieces of social infrastructure, amenities and housing should be included in the draft LAP.
177	Jennifer Ruane	<ul style="list-style-type: none"> • Strongly urge KCC to stop the ruin of Leixlip. Cannot have such excessive development take place without it leading to detrimental effects for the town itself and the mental well being of residents • The submission states that it is policy of the plan to provide a minimum 3,315 new housing units in Leixlip,

Sub. No.	Name	Summary of Submission
		<p>achieved by increasing housing unit densities at Key Development Areas and inserting new Key Development Areas into the Plan without any documented acceptable reasoning or demand to justify these decisions;</p> <ul style="list-style-type: none"> • Delivery of the target may extend beyond the life of the plan up to 2029 therefore setting out up to ten years construction traffic and work in Leixlip; • Should not be rezoning land that won't be developed within the lifecycle of this LAP; • LAP fails to provide a Master Plan as directed by ministerial order; • Key Development Areas that were removed from the last Local Area Plan have been included again without any reasoned argument to support same; • Previous objective removed from Plan - '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; • Complete "U" turn; • Now proposing a road into the park to facilitate a major housing development at Black Avenue • Despite 1,021 submissions in 2017 regarding protection of St. Catherine's Park from road development. To totally ignore the people is dictatorial and undemocratic. <p>The submission states that no specific provision has been made in the Draft LAP for the following:</p> <ul style="list-style-type: none"> • A swimming pool site, a civil building with theatre or performance space, homes for the elderly/retired – 25% of Leixlip population 55+, affordable homes, social housing, a sensory Garden, charging points for electric vehicles. • Adequate parking in the village, train stations or the proposed new Confey development. • Maintaining existing estates, green areas or new developments. • Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty - witnessed the power cuts, water leaks and ongoing stench in the middle of our town from the existing systems. • Nothing included dealing with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC. <p>The Primary Care Centre</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Location in Collinstown is not suitable to stakeholders – young, old and infirm and without transport. A location central to the town and on a public transport route is critical. <p>National Planning Framework</p> <ul style="list-style-type: none"> • Development will be achieved through infill and Brownfield development rather than an over-reliance on greenfield, edge of town development; • The LAP as proposed does the opposite; • Brownfield option at the HP site that should be used to resolve the current and future housing requirements of the town; • This site already also has access to the motorway system. <p>Infrastructure</p> <ul style="list-style-type: none"> • Deal with existing problems; • Required infrastructure upgrades in advance of any new development; • Shows total lack of appreciation of the current problems the town faces and disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments; • Plan does not adequately factor in the major expansion of Intel’s impact on our existing transport infrastructure. <p>Growth</p> <ul style="list-style-type: none"> • Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification. • The submission provides details on the current residential homes, current population and those currently using bus/rail and the planned increase in houses, forecasted population and projected to use bus/rail.

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		<table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">Current Residential Homes</td> <td style="width: 50%; text-align: center;">Planned Increase</td> </tr> <tr> <td>Leixlip 5219</td> <td style="text-align: right;">8534 (+3315) + 38%</td> </tr> <tr> <td>Celbridge 6544</td> <td style="text-align: right;">9794 (+3250)</td> </tr> <tr> <td>Maynooth 4674</td> <td style="text-align: right;">8216 (+3542)</td> </tr> <tr> <td>Total 16,437</td> <td style="text-align: right;">26,554 (+10,107) 39%</td> </tr> <tr> <td colspan="2" style="text-align: center;"> </td> </tr> <tr> <td style="text-align: center;">Current Population</td> <td style="text-align: center;">Forecasted Population</td> </tr> <tr> <td>Leixlip 15,504</td> <td style="text-align: right;">19,794 (+ 4290) + 27%</td> </tr> <tr> <td>Celbridge 20,228</td> <td style="text-align: right;">22,801</td> </tr> <tr> <td>Maynooth 14,585</td> <td style="text-align: right;">18,996</td> </tr> <tr> <td>Total 50,317</td> <td style="text-align: right;">61,591 + 11,272 or 22%</td> </tr> <tr> <td colspan="2" style="text-align: center;"> </td> </tr> <tr> <td style="text-align: center;">Currently using Bus/Rail</td> <td style="text-align: center;">Projected to use Bus/Rail</td> </tr> <tr> <td>Leixlip 1489</td> <td style="text-align: right;">2321 (+ 55%)</td> </tr> <tr> <td>Celbridge 1457</td> <td style="text-align: right;">2071 (+ 42%)</td> </tr> <tr> <td>Maynooth 1291</td> <td style="text-align: right;">1676 (+ 30%)</td> </tr> <tr> <td>Total 4237</td> <td style="text-align: right;">6068 (+1831) +43%</td> </tr> <tr> <td colspan="2" style="text-align: center;"> </td> </tr> <tr> <td colspan="2" style="text-align: center;">Projected increase in Commuters using Road network (not Buses) for work</td> </tr> <tr> <td style="text-align: center;">Currently using Roads</td> <td style="text-align: center;">Projected to use Roads</td> </tr> <tr> <td>Leixlip 4790</td> <td style="text-align: right;">7776 (+ 62%)</td> </tr> <tr> <td>Celbridge 6906</td> <td style="text-align: right;">9753 (+ 41%)</td> </tr> <tr> <td>Maynooth 4005</td> <td style="text-align: right;">5363 (+ 34%)</td> </tr> <tr> <td>Total 15691</td> <td style="text-align: right;">22892 (+ 7201) +54%</td> </tr> </table> <ul style="list-style-type: none"> • Any development of Celbridge and Maynooth has a negative knock on impact on Leixlip as our road, bus and rail infrastructure as designed results in passengers and motorists being already in the system before the vehicles reach or pass through our town; • The ability of Leixlip residents to access the N4, bus and rail system is already affected by the scale of the exiting populations in Celbridge and Maynooth without any further development of these towns; • Once the developers get planning permission they will look to increase the densities to the max and therefore the total numbers are underestimated; • In reality the combined new build will double the size of the residential areas in north Kildare; • The numbers in the plan are very misleading in regard to the actual size of the development. The current situation at Wonderful barn and Westfield are live examples of this type of developer opportunism; 	Current Residential Homes	Planned Increase	Leixlip 5219	8534 (+3315) + 38%	Celbridge 6544	9794 (+3250)	Maynooth 4674	8216 (+3542)	Total 16,437	26,554 (+10,107) 39%	 		Current Population	Forecasted Population	Leixlip 15,504	19,794 (+ 4290) + 27%	Celbridge 20,228	22,801	Maynooth 14,585	18,996	Total 50,317	61,591 + 11,272 or 22%	 		Currently using Bus/Rail	Projected to use Bus/Rail	Leixlip 1489	2321 (+ 55%)	Celbridge 1457	2071 (+ 42%)	Maynooth 1291	1676 (+ 30%)	Total 4237	6068 (+1831) +43%	 		Projected increase in Commuters using Road network (not Buses) for work		Currently using Roads	Projected to use Roads	Leixlip 4790	7776 (+ 62%)	Celbridge 6906	9753 (+ 41%)	Maynooth 4005	5363 (+ 34%)	Total 15691	22892 (+ 7201) +54%
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		<ul style="list-style-type: none"> • This proposed LAP is contrary to S6 – “To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure”; • The towns infrastructure is already strained; • Limited capacity at the water treatment works. Improvement works earliest will take place is Q4 – 2022. • The towns infrastructure is already strained; • Limited capacity at the water treatment works. Improvement works earliest will take place is Q4 – 2022. <p>Environment</p> <ul style="list-style-type: none"> • No ecological analysis has been completed on the effects of this LAP; • The LAP has no on-site flood risk analysis completed. No criteria offered to show what scale or nature of a development will warrant an on-site flood risk analysis; • Proposed LAP is contrary to S8 which commits the council to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use. The LAP is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Leixlip;
178	Rodger Quinn	<ul style="list-style-type: none"> • Not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest; • Development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to; • Strategic transport assessment for Confey delivered a number of road infrastructural options – no decisions; • Works to Cope Bridge will worsen traffic congestion; • Plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure; • Plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other; • Ask that the scale of Confey be altered to a level that matches the actual demand; • Confey GAA struggle for pitch space, handing more housing would create more problems for the club; • Club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilised, considering all the activity that takes place;

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		<ul style="list-style-type: none"> • Club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic; • Confey schools (San Carlo and Confey College) utilise our pitches and facilities for matches, sports days, active school week – relocating club inaccessible for the schools; • Concerns over the commercial element of the new community and impact it would have on the club bar; • GAA will be staying in its current location where it is best placed to serve the local and existing community
179	Sean Buckley	<ul style="list-style-type: none"> • This submission relates to Confey GAA and raises the same issues as Submission 178. Please refer to submission 178 for summary • It should be noted that this submission is submitted on behalf of the Confey GAA Club Executive
180	Robert McCarthy	<ul style="list-style-type: none"> • The LAP is a huge concern • The proposed over 3,000 new houses and no proper infrastructure improvements to accompany these is very worrying. How will already congested roads cope? • No lands in Confey should be zoned residential until a detailed masterplan is prepared for Confey • Councillors voted to adopt the Leixlip LAP 2017-2023 in November 2017 with 2,800 houses. • It is vital that the provision of additional housing in Leixlip is delivered in a way that is not detrimental to the fabric and character of Leixlip • There has to be a more measured and balanced plan for our area, and North Kildare.
181	John Downey	<ul style="list-style-type: none"> • This submission relates to Confey GAA and raises the same issues as Submission 178. Please refer to submission 178 for summary
182	Anne O'Boyle	<ul style="list-style-type: none"> • This submission relates to Confey GAA and raises the same issues as Submission 178. Please refer to submission 178 for summary • It should be noted that this submission is submitted on behalf of the Confey GAA Club Executive.
183	Louise Mulligan	<ul style="list-style-type: none"> • Please do not build a bridge through St. Catherine's Park it will absolutely ruin the park, environment. It is a fantastic green amenity and should be preserved. • Alternative location for the road should be found.

Sub. No.	Name	Summary of Submission
184	Mary McCarthy	<ul style="list-style-type: none"> • This Draft plan for 2020-2026 is the most worrying and thoughtless plan I have ever seen • Concerned that infrastructure for over 3,000 houses is not available, • Oppose the zoning of the lands in Confey and Black Avenue for residential development due to no current public transport route and no road network. • The proposed development of these lands will further exacerbate the traffic congestion to Main Street. • Land that has infrastructure delivery beyond the lifetime of the plan should not be zoned, such as Black Avenue KDA as it would contravene objective 72c of the NPF. • No lands in Confey should be zoned residential until a detailed masterplan is prepared for Confey. • Our lovely little village will be destroyed with all this building and no forward and balanced thought given to the residents already living here. • A more considerate plan should be provided.
185	Alan O'Brien	This submission relates to Confey GAA and raises the same issues as Submission 178. Please refer to submission 178 for summary.
186	Eddie Ryan	This submission relates to Confey GAA and raises the same issues as Submission 178. Please refer to submission 178 for summary.
187	Alison Anderson	<ul style="list-style-type: none"> • I object.
188	Paul Foy	<ul style="list-style-type: none"> • I have a concern that the infrastructure will not be able to cope with what is being proposed in the Plan. I am speaking in terms of roads, water, drainage, electricity and especially sewage.
189	Joan Foy	<ul style="list-style-type: none"> • Concern that current road infrastructure will not be able to cope with the increased volume of traffic with up to 3,000 new homes • In particular in proximity to the Wonderful Barn where construction for over 400 houses is ongoing
190	Helen Cullen	<ul style="list-style-type: none"> • Totally against a road disrupting Catherine's Park.
191 (a)	Annette Walsh	<p>A comment form has been completed in respect of this submission. Whilst the comment form refers to the topic of Confey, the accompanying submission statements relate to Black Avenue and Celbridge Road, East.</p> <p><i>COMMENT FORM</i></p> <ul style="list-style-type: none"> • Objects to both the Black Avenue and Celbridge Road East development plan.

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		<ul style="list-style-type: none"> • The Council is in breach of a Ministerial decision dated 6th March 2018, and has also included previous Key Development Areas that were removed from the last Local Area Plan. • Key issues with the LAP are: <ol style="list-style-type: none"> 1) The provision of 3,315 will be achieved by increasing housing unit densities and inserting new Key Development Areas into the Plan without any documented reasoning. 2) The actual delivery of the target may extend beyond the life of the plan, up to 2029. 3) The LAP fails to provide a Master Plan as directed by ministerial order. 4) Key Development Areas that were removed from the last Local Area Plan have now been included. 5) Previous objective removed from Plan - '<i>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.</i>' The council now proposes a road into the park to facilitate a major housing development at Black Avenue. • Kildare County Council are proposing to houses on existing green recreational areas (e.g., Confey GAA developed by the residents). • Kildare County Council is not giving any consideration to protecting the local natural environment. • Only developers will benefit from the mass production of sprawling estates with no proper access or infrastructure. • Confey will be swallowed up and merged into Meath if the development goes ahead as proposed and without any properly funded planning. • Currently, the local transport system is under strain and will not cope with the added numbers arising from Leixlip, Kilcock and Maynooth. Already there is huge congestion on the N4 and surrounding roads and railway system. • Rather than building more houses and putting more pressure on existing services, the community would be better served by the following: <ul style="list-style-type: none"> - A swimming pool. - A civil building with theatre or performance space. - Homes for the elderly/retired – 25% of Leixlip population are 55+ Affordable homes/Social housing which can be accessed but not by destroying existing parkland and amenity areas. - A Sensory Garden.

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		<ul style="list-style-type: none"> - Charging points for electric vehicles. - Adequate additional parking in the village and train stations - Maintenance of existing estates and green areas <p>The plan is developer-led. The Councillors are elected to provide the best environment they are required to hear these concerns and act accordingly.</p>
191(b)	Annette Walsh	This submission relates to Black Avenue KDA, it raises the same issues as submission 54(a). Please revert to submission 54(a) for summary.
191(c)	Annette Walsh	This submission relates to Celbridge Road East KDA, it raises the same issues as submission 54(b). Please revert to submission 54(b) for summary.
192	Geraldine O'Brien	This submission relates to Confey GAA Club, it raises the same issues as submission 147. Please revert to submission 147 for summary.
193	Save St. Catherine's Park Group	<p>This submission comprises two parts. The first part raises the same issues as submission 54(a) regarding the Black Avenue Key Development Area (KDA). Please revert to submission 54(a) for summary.</p> <p>The second part relates to Social, Health, and Ecological Impacts of Developments near St. Catherine's Park; it is summarised below.</p> <ul style="list-style-type: none"> • An independent body should complete an Environmental Impact Assessment Report. • The zoning and development of apartments and housing near St. Catherine's park will negatively impact a Strategic Open Space which contains protected; these have been ignored by the LAP. • Strategic Environmental Assessment must be carried out before any land is zoned to fully assess impacts on native and protected biota. • The development of Black Avenue in St. Catherine's Park will result in pollution and noise which will be detrimental for human park users, animal's habitants, migratory birds, destroy hedgerows, exiting trees and grasslands and have a negative impact on biodiversity. • The development would impact on the quality environment and scenic value of St. Catherine's park and the Lucan Demesne. • Appropriate Assessment should be carried out. The proposed residential road should not tarnish the area of Black Avenue which provides a scenic tour of Leixlip's oldest buildings and St. Catherine's Well. • This plan reduces the quality of Confey. Black Avenue currently provides a link between the recreational

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		<p>parkland and natural woodland. A public road or (possible future transport authority target) major bypass may threaten air quality and have detrimental effects on park engagement, reducing the overall quality of life for locals.</p> <ul style="list-style-type: none"> • Little consideration has been paid to the protection of Heritage buildings and Protected Structures; no concrete plan as to how St. Catherine's Well and Castle will be protected. • The new park will be welcomed but there are already issues with the maintenance and upkeep of St. Catherine's Park. The upkeep and grass cutting is left with the local Confey Soccer and GAA to maintain. Funding for the upkeep of existing and proposed parks is required.
194	Anne Lawless	This submission relates to Confey GAA, it raises the same issues as submission 147. Please revert to submission 147 for summary.
195	Alison O'Neill	<p>This submission was uploaded via the council's online comment form. The topic subject of the submission is: Natural Heritage, Green Infrastructure.</p> <ul style="list-style-type: none"> • Protect St. Catherine's Park, do not allow a road be built through it. • Use a road that already exists at Kellystown Lane to link the N4 and N3. • Don't let anyone ruin a huge asset to Leixlip and Lucan in Saint Catherine's park.
196	Frank Ryder	This submission relates top Confey GAA; it raises the same issues as submission 147. Please revert to submission 147 for summary.
197(a)	Christy Walsh	This submission relates to Confey UDF. It raises the same issues as submission 191(a), please revert to submission 191(a) for summary.
197(b)		This submission relates to Black Avenue KDA, it raises the same issues as submission 54(a). Please revert to submission 54(a) for summary.
197(c)		This submission relates to Celbridge Road East KDA, it raises the same issues as submission 54(b). Please revert to submission 54(b) for summary.
198	Hilary Dunne	<p>This submission raises various issues with the LAP, these are summarised as follows:</p> <ul style="list-style-type: none"> • Recognises the need for houses. • Taking into consideration the physical constraints of Leixlip as outlined in the LAP, 3,315 additional residential units is excessive for Leixlip. • Additional housing should not be detrimental to the character of Leixlip.

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		<ul style="list-style-type: none"> • It is noted from the social infrastructure audit that the participation rates were low. This is unfortunate considering it is an important evidence base for the Leixlip Local Area Plan (LAP) 2020-2026. <p>Education, Childcare and Health Care Facilities</p> <ul style="list-style-type: none"> • Policy HC3 needs to be updated to reflect the requirement of two primary schools and a secondary school as identified in the Social Infrastructure assessment report.# • A Primary Care Centre also needs to be specified. • This would demonstrate a commitment to accommodate the requirements arising from the new housing developments. <p>Other Community, Sports and Recreational Facilities</p> <ul style="list-style-type: none"> • There is no mention of a swimming pool. • The previous LAP including 2002 contained an objective to “Promote the development of a swimming pool to serve the people of Leixlip”. • Leixlip also has one of the largest multi-national corporations which would greatly assist in the running costs due to the high demand by the employees. • Given the position of Leixlip within the Dublin Metropolitan Area, a swimming pool is a necessary requirement in supporting future residential growth. • Leixlip needs cultural, arts and performing centre, this has already been acknowledged by Kildare County Council by the number of submissions they received on the previous Draft Leixlip LAP 2017-2023. • Policy HC4.3 needs to be amended to include “To support and facilitate the provision of a cultural, arts and performing centre in Leixlip “rather than the current proposed objective which is “to support and promote the development of cultural, arts and performance spaces in Leixlip “which does not provide the necessary commitment or a solid plan to ensure that this is delivered within the lifetime of this draft Leixlip LAP 2020-2026. • Policy EDT3- Tourism, Policy EDT3.13 includes “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. This would be an ideal location for a cultural, arts and performing centre to be located within Leixlip assisting with the fulfilment of Policy EDT3.13 with regard to evening time use. • Leixlip requires a playground of a similar size to Maynooth or the playground located in St. Catherine’s Park

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		<p>to facilitate children of all ages.</p> <ul style="list-style-type: none"> • A lack of adequate social infrastructure fails to support existing and new communities. <p>Waste Water/Sewerage and Water Supply</p> <ul style="list-style-type: none"> • As per the Planning and Infrastructure assessment report dated 30th May 2019, all sites will be served by the Leixlip Wastewater Treatment Works / Lower Liffey Valley Sewerage scheme. Irish Water has advised that there is limited capacity. • The previous draft Leixlip LAP 2017-2023 stated that following the upgrade of the Leixlip Waste Water Treatment plan it will continue to have insufficient capacity to cater for the planned growth in the longer term. The Draft Leixlip LAP 2020-2026 advises that the earliest upgrade on the two projects will be 2022. • Section 4.2.2 of this report Irish Water advises that there is no adequate water main in Confey as currently served by a 3 “ UPV (1969) water main which does not have the capacity to serve significant development. This report also clearly states that Irish Water is responsible for the delivery of Water service infrastructure however new infrastructure is developer led. • Therefore the zoning and development of lands must be phased in line with the capacity of supporting infrastructure such as water supply and wastewater. <p>Residential Density and Mix</p> <ul style="list-style-type: none"> • The previous Draft Leixlip LAP 2017-2023 included an objective (HC02.4) “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. • This objective has been excluded from the Draft LAP and a new objective inserted (HC2.3) to include “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”. • It is proposed that policy (HC02.4 - Draft Leixlip LAP 2017-2023) is included on the Draft Leixlip LAP 2020-2026 instead of objective (HC2.3). • Objective HC02.4 is inclusive of all sectors of society with regard to social housing requirement rather than specifically highlighting the traveller community as they too are accommodated under HC02.4. <p>Roads</p>

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		<ul style="list-style-type: none"> • Policy MT3 with regard to Roads needs to include an additional objective with regard to the protection of St. Catherine's Park as follows: • <i>'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.'</i> • The Leixlip Strategic Transportation Assessment does not suggest a road through St. Catherine's Park. The above objective needs to be included in the Draft Leixlip LAP 2020-2026 to ensure the integrity of the Park for future generations. <p>Traffic</p> <ul style="list-style-type: none"> • The Leixlip Strategic Transportation Assessment report outlined the challenges regarding circulation around and through the town which is constrained. The proposed Key Development Areas will have a significant impact on traffic congestion in Leixlip. This will lead to concerns regarding safety due to the increased pressure on already inadequate road infrastructure. • A Traffic Impact Assessment is completed before any development work commences on any KDA. The recommendations from each traffic impact assessment should also be implemented in advance of any development works commencing. • A traffic calming measure needs to be considered on the Green Lane road to the right as you exit from the Easton Road cul de sac. With one residential development currently been built and the other proposed residential development (Leixlip Gate) now been considered for development , the impact on the Green Lane road needs to be carefully considered and measures implemented. <p>Built Heritage</p> <ul style="list-style-type: none"> • The parklands of the Wonderful Barn needs to be enhanced. • Promotion of the Wonderful Barn as an tourism attraction should include a large playground on the scale of St. Catherine's Park with an adjacent Skateboard park and the provision of a picnic area. • The Draft Leixlip LAP 2020-2026 section EDT3.10 refer to a detailed conservation and management plan. It would be very beneficial if this could include a layer of public consultation to address any community conservation concerns and to capture any other great ideas. <p>Town Centre</p> <ul style="list-style-type: none"> • A vacant site levy needs to be introduced for urban regeneration in order to prevent and control vacant

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		<p>buildings such as that which is currently visible on the main street of Leixlip.</p> <ul style="list-style-type: none"> • Policy UCR6 regarding Undesirable Uses needs to be inserted into Draft Leixlip LAP 2020-2026. • The design of the Main Street Backlands region should incorporate restaurants. Leixlip needs to be reinforced as retail centre and at night time an attractive setting similar to Maynooth. • There is limited on-street car parking on Main Street, spaces need to be provided. <p>Protected Structures</p> <ul style="list-style-type: none"> • Policy BH1 to include addressing dereliction, vacancy and promoting appropriate and sensitive reuse and rehabilitation of Protected Structures” was included on the initial Draft Leixlip LAP 2017-2023. It also needs to be included on the Draft Leixlip LAP 2020-2026 due to vacant properties, one of which is a protected structure. <p>Pollution and Environmental Services</p> <ul style="list-style-type: none"> • As part of Policy I5, to include an additional objective to complete a review of the current refuse collection procedures in order to consider alternative options that have less harmful effects on the environment. <p>Open Space</p> <ul style="list-style-type: none"> • Policy OS1 of the Leixlip LAP 2017-2023 aimed “ To promote and provide amenities / features such as picnic tables, playgrounds or outdoor gym equipment facilities in existing open spaces”. This objective needs to be included in the draft LAP as the population of Leixlip is due to increase with the proposed developments. <p>Green Infrastructure</p> <ul style="list-style-type: none"> • The proposed Draft Leixlip LAP 2020-2026 under Policy GI1 with reference to specific objective GI1.6 should seek to ensure trees are actively managed to ensure continued longevity and that Green Infrastructure is protected. • The following objectives should be included in the LAP: <ul style="list-style-type: none"> - Require any proposals for development which would be likely to have a significant effect on nature conservations sites and/or habitats or species of high conservation value will only be approved if it can be ascertained, by means of Appropriate Assessment or other ecological assessment, that the integrity of these sites will not be adversely affected. - Prohibit development where it is likely that damage would be caused to trees protected by a Tree Protection Objective or to those which have a particular local amenity of nature conservation value.

Sub. No.	Name	Summary of Submission
		<p>Development that requires the felling of mature trees of amenity value, conservation value or special interest notwithstanding the fact that they may not be listed in this plan will be discouraged.</p> <p>Celbridge Road East Key Development Area (KDA)</p> <ul style="list-style-type: none"> • Despite a unanimous decision by the councillors to remove Celbridge Road East (KDA2), it is disappointing to see these lands back on the Draft Leixlip LAP 2020-2026 for residential development. • The zoning of these lands should not be permitted on cultural and heritage grounds. <p>The Wonderful Barn KDA</p> <ul style="list-style-type: none"> • In order to minimise the visual impact, the proposed development needs to be sensitive to the cultural heritage of the Wonderful Barn, Castletown House and surrounding areas. Hence this area should be low density development restricting all buildings to 2 storey in height. <p>Black Avenue Key Development Area (KDA)</p> <ul style="list-style-type: none"> • Opposes the zoning of these lands for residential development due to no current public transport route and no road network. • Proposal would result in a negative impact on a green and safe access for pedestrian and cyclists using St. Catherine's Park through increased traffic volumes. • the level of congestion in Leixlip with particular reference to Main Street and Mill Lane Junction is noted in the Sustainable Planning and Infrastructural Assessment • This proposed development will further exacerbate the traffic congestion to Main Street. The Fire Station is located in Mill Lane and will be impacted in terms of emergency services response times. • The delivery schedule for the completion of the various infrastructure for Black Avenue KDA is from year 4 to 6 years plus. The lifetime of this Draft Leixlip LAP is six years. Therefore, Black Avenue KDA is contravening objective National Policy Objective 72c of the NPF. <p>Leixlip Gate KDA (Kilmacredock)</p> <ul style="list-style-type: none"> • A Noise study as per Kildare Noise Action Plan 2013-2018 needs to be completed on the effect of motorway noise from M4 on KDA4. • It is imperative that the Traffic Impact Assessments are completed and the recommendations implemented in advance of the commencement of the proposed development at KDA4. <p>Confey</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> No detailed masterplan has been prepared for the lands located in Confey. The Urban Design Framework Document is not a masterplan. No lands in Confey should be zoned residential until a detailed masterplan is prepared for Confey and fully agreed with Kildare County Council subject to public consultation and in agreement with the Elected Members of Leixlip / Celbridge Municipal District.
199	Neville Dunne	This submission relates to various aspects of the LAP, it raises the same issues as submission 198. Please revert to submission 198 for summary.
200	Valarie Wilkes	<ul style="list-style-type: none"> No more building of houses
201	Wendy Halpin	This submission relates to Confey Urban Design Framework (KDA). The submission raises the same issues as submission 50(b). Please refer to 50(b) for summary.
202	Jennifer Kelly	This submission relates to Confey Urban Design Framework (KDA). The submission raises the same issues as submission 50(b). Please refer to 50(b) for summary.
203	Damien Halpin	This submission relates to Confey Urban Design Framework (KDA). The submission raises the same issues as submission 50(b). Please refer to 50(b) for summary.
204	Maeve McGrath	This submission relates to Confey Urban Design Framework (KDA). The submission raises the same issues as submission 50(b). Please refer to 50(b) for summary.
205	Liam McGrath	This submission relates to Confey Urban Design Framework (KDA). The submission raises the same issues as submission 50(b). Please refer to 50(b) for summary.
206	Orla Gildea	<ul style="list-style-type: none"> Please keep St. Catherine's Park as it is. We need it. No construction. Or bridges to m4.
207	Christy Fagan	<ul style="list-style-type: none"> Wishes to object to any road / bridge going through St. Catherine's Park.
208	Brian Millar	<p>This submission comprises three parts uploaded via the comment form. Two parts relate to the Black Avenue KDA, another part refers to the Confey Urban Design framework:</p> <p>Black Avenue KDA.</p> <ul style="list-style-type: none"> This area would be much better retained for recreational use e.g. a large sports complex associated with the nearby buildings in St. Catherine's Park where a cafe and other facilities could be located. This site is on the line of Fingal's proposed link with the N4.

Sub. No.	Name	Summary of Submission
		<p>Confey Urban Design Framework</p> <ul style="list-style-type: none"> • The roads in this area are not suitable for this kind of development. • The major route for access to local services and the village of Leixlip is the R149 down Captain's Hill, which appears to be planned for shops and commercial activity with extra junctions thus constricting the usefulness of this route to serve both the existing and new communities. • This is one of only six North - South routes in the Dublin Region between the Phoenix Park and Maynooth. • The UDF plan is designed to provide development, with little or no thought given to wider issues and real needs of the community and wider region. • A new road line running parallel to the present R149 towards Lucan is needed. • The UDF is deficient; the space for park and ride on the train seems miniscule, compared to what is needed.
209	Ciaran Fagan	<ul style="list-style-type: none"> • Don't build a road or bridge in St. Catherine's Park.
210(a)	Gerard Costello	The submission relates to Confey Urban Design Framework (KDA). It raises the same issues as Submission 50(b). Please refer to 50(b) for summary of the same.
210(b)		<p>This submission outlines additional points in respect of Confey UDF, these are summarised below:</p> <ul style="list-style-type: none"> • No commitment 'not to' pass a road through St. Catherine's Park despite its importance to the entire Leixlip/Lucan/Celbridge community. • Design Framework shows the replacement of existing houses and neighbours with retail units for a new main street. This is highly worrying for local residents in terms of their own homes. It sends a message of New Development over existing community and local needs. • No mention of any community homing for the elderly or infirm • No mention of any social housing • No comment or commitment on major significant issues with power, water and sewerage in the local area • Scale of proposed Confey Development far exceeds practical requirements for the area • No Plan for schools when current schools have receding attendances and class consolidating. • There is a well-equipped local community centre already beside the library, the Council should invest in this existing facility.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Movement of Confey GAA to another site - should be beside the current membership and community. • Disagree that development should encourage a vibrant night time economy. • Electrification of the Maynooth rail line is at least 10 years away. • A greater extension to the cemetery should be considered based on local need • Proposal of 4 – 5 story buildings along the canal that would have a negative impact. Traditional 2 story dwellings should be considered with space and room for families over density to build upon and improve the community. • The proposal of additional retail units to remove business from the main street and Riverforest businesses is poorly considered and would affect local workers; would make it harder for businesses to survive. • LAP demonstrates a clear lack of understanding and appreciation of the local area and local people. • Modest housing gains should be proposed in order to complement existing community structures. Disagrees that Confey is the ideal place to situate a major urban development as it is reliant on future public transport infrastructure that may not come to pass and that is already chronically under pressure at peak times.
211(a)	Catherine Costello	<ul style="list-style-type: none"> • The submission relates to Confey Urban Design Framework (KDA). It raises the same issues as Submission 50(b). Please refer to 50(b) for summary of the same.
211(b)		<ul style="list-style-type: none"> • This submission relates to Confey Urban Design Framework (KDA). It raises the same issues as submission 210(b), please revert o submission 210(b) for summary.
212	James Moran	<ul style="list-style-type: none"> • The submission relates to various aspects of the Draft LAP. The submission raises the same issues as Submission 50(a). Please refer to 50(a) for summary.
213(1)	Martin Devaney	<p>This submission was uploaded via the comment form. The main points raised with regards to Movement and Transportation are summarised as follows:</p> <p>Movement and Transport</p> <ul style="list-style-type: none"> • LAP fails to address the unsustainable volume of traffic on the R149. • As a resident on Captain’s Hill it is becoming increasingly difficult to gain access on to this road due to 'passing through' traffic. This is detrimental to residents and businesses along Main Street. • The main bottleneck is getting onto R149. • Traffic volumes make it quite undesirable for locals to come into the town centre and spend time there.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • There is a need for an alternative to the R149 to accommodate the majority of the traffic. • Upgrading the bridge at Confey will have the net effect of longer queues closer to the town centre. • Upgrading the bridge to a continuous dual flow will be problematic for residents. • A significant improvement would be gained by providing an alternative enhanced access to the north-west side of Leixlip. • Concerns raised regarding the proposed North Street Backlands Regeneration, which will be adversely affected by traffic coming down the hill and using it as a slip road to avoid the congestion at the lights at the bottom of the hill.
213(2)		<p>Natural Heritage, Green Infrastructure</p> <ul style="list-style-type: none"> • Disappointed that the plan entirely depends on developer led spaces in new developments. • The Plan should accommodate the needs of existing population that are currently poorly served in this regard. • Leixlip will never have an acceptable ratio of playground space; the deficit will never be reduced unless the plan provides for new spaces not reliant on new developments. • This is galling given the plan acknowledges that Leixlip has a higher ratio of young families compared to the national average. • Disappointing to read that there is no provision for a local swimming pool - an amenity that is in demand and sought after. • This suggests the plan is more focused on building residential units and industrial zones but failing to recognise the needs of the local population.
213(3)		<p>Infrastructure and Environmental Services</p> <ul style="list-style-type: none"> • Disappointed that the Plan does not deal with frequent sewerage smell that lingers in the Main Street at the bridge on the Rye River. • Remedying this long standing problem should be a priority Given the recognition of the potential tourism in the general vicinity • The failure to acknowledge the problem suggests that there was very little local input to this plan.
213(4)		<p>Enterprise, Economic Development</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Tourism opportunity is not being fully grasped by the LAP. • Great opportunity by linking wonderful barn, roman spa, boat house etc into an integrated walking / cycling path for potential visitors. • Tourists should be able to get a train or bus to Leixlip and be able to immediately join a walking loop around the area that connects all these features. • Could be done in conjunction with the Main Street regeneration - have a tourist hub (piggy back on the Guinness connection) and extending the walk along the river. • Potential to include the reservoir which would be alternative amenity to the parklands. • The plan pays token gesture to this potential and that's disappointing. • A further link in with the proposed greenway on the canal and get visitors down into the town would be another interesting avenue. None of this is feasible unless the infrastructure is there in terms of paths and signage.
214	Ann Connolly	<p>Natural Heritage and Infrastructure</p> <ul style="list-style-type: none"> • It is important that there is adequate public green space available for people to enjoy • Building more housing in such an environmentally natural resource runs contrary to studies that show that proper recreational facilities are necessary to a healthy community.
215	Alan Gough	<p>Confey KDA</p> <ul style="list-style-type: none"> • Worried about the possibility of losing his family home due to compulsory purchase.
216	Fiona O'Dwyer	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 101.
217	Áine Gately	<ul style="list-style-type: none"> • Not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest; • Development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to; • Strategic transport assessment for Confey delivered a number of road infrastructural options – no decisions; • Works to Cope Bridge will worsen traffic congestion; • Plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport

Sub. No.	Name	Summary of Submission
		<p>infrastructure;</p> <ul style="list-style-type: none"> • Plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other; • Ask that the scale of Confey be altered to a level that matches the actual demand; • Confey GAA struggle for pitch space, handing more housing would create more problems for the club; • Club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place; • Club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic; • Confey schools (San Carlo and Confey College) utilise our pitches and facilities for matches, sports days, active school week – relocating club inaccessible for the schools; • Concerns over the commercial element of the new community and impact it would have on the club bar; • Confey GAA will be staying.
218 (a)	Briege Hearty	<p>The submission relates to Black Avenue (KDA). The submission raises the same issues as Submission 103 (b).</p> <ul style="list-style-type: none"> • This submission states that photographs were attached to the submission however none were attached. • The submission also states that it obvious from both the information day and the plan itself that whoever was the author of this proposal has no sense of the place or of the existing community.
218 (b)		<p>The submission relates to Celbridge Road East (KDA). The submission raises the same issues as Submission 109 (b).</p>
219	Miriam Plunkett	<ul style="list-style-type: none"> • Formally opposes any such development of Confey KDA as we don't have the infrastructure and amenities. Infrastructure and amenities prior to the build. <p>The submission relates to Confey Urban Design Framework (KDA). The submission raises the same issues as Submission 107.</p>
220	Miriam Collins	<p>This submission objects to any plans to disturb the beauty of St. Catherine's Park by any roadway or bridge</p>

Sub. No.	Name	Summary of Submission
		being constructed to run through any part of the park. The park is a unique amenity to the population of Leixlip and Lucan and there is no justification or need to destroy such a wonderful Park.
221	Eamon Shields	<p>The submission raises concerns in relation to Confey KDA.</p> <p>Traffic Congestion</p> <ul style="list-style-type: none"> • Access points to Confey under extreme pressure, regardless of alterations to Cope Bridge, traffic would be funnelled down Captain’s Hill where severe bottle-necks currently exist. <p>Widening of Road L1015</p> <ul style="list-style-type: none"> • Concerned over the effect that the proposed widening and the increased traffic volumes and noise will have on property value. <p>Confey GAA</p> <ul style="list-style-type: none"> • Concerned over the proposal to relocate, to state that the lands are currently “under-utilised” is an insult; • Moving the club will make it more difficult to access.
222	Niamh Hopkins	<ul style="list-style-type: none"> • Objects to Confey; • Making a very urban environment out of what currently is still quite a rural environment; • The submission is concerned over infrastructure; • The current plan seeks merely to make minor upgrades to the current road infrastructure and train service -- upgrades which are to be welcomed to meet current demand on those roads, but which would only meet current needs, and would do nothing to address the further increases which construction traffic, and then the additional thousands of vehicles and train-passengers which this plan envisions; • Transport infrastructure and social infrastructure must be a prerequisite to the establishment of so many new households; • The submission proposes plans for Confey to reflect, mirror and repeat the sort of suburban housing that has been shown to work, and on a scale which neither overwhelms the local environment, and which corresponds to the capabilities of the planned improvements to the transport network.
223	Paula Donohue	<ul style="list-style-type: none"> • In excess of 1 year since Ministerial Direction, operating ultra vires; • LAP fails to provide a Master Plan as directed by ministerial order; • LAP contrary to NPF for proposing to develop greenfield sites instead of brownfield;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • KDA's removed previously are included again within any reasoned argument; • Concerning regarding lack of supporting infrastructure, in particular the treatment works at capacity; • The detail in the phasing provides no assurance; • Lands reserved for facilities with no commitment to provide anything; • Multiple infrastructural aspirations are included with no firm commitment of funding identified to deliver same; • Delivery extends beyond the plan period and should not be zoning lands that will not be developed within the life cycle of the LAP; • The policy is to provide a minimum 3,315 new housing units in Leixlip. This is being achieved by increasing housing unit densities at Key Development Areas and inserting new Key Development Areas into the Plan without any documented acceptable reasoning or local demand to justify these decisions – solve housing crisis in Dublin; • Scale and height proposed out of character with the area; • Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth; • The submission provides details on the current residential homes, current population and those currently using bus/rail and the planned increase in houses, forecasted population and projected to uses bus/rail; • The submission highlights that the HP site is a brownfield site that could be used for housing and also suggest Collinstown; • LAP provides no road links to M4 or M3 and no plans in place to deliver same; • Strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP; • Impact of increase in traffic as result of the LAP; • The submission raises concerns over the existing capacity of the rail network and the DART expansion is not within the time frame of the Plan; • The Park and Ride is not adequate; • LAP will cause massive increases in pollution and increased noise levels;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Plan does not adequately factor in the major expansion of Intel’s impact on our existing transport infrastructure; • No ecological analysis has been completed on the effects of the draft LAP; • The submission opposes the relocation of Confey GAA, they need additional playing fields adjacent to their current location. The schools use the pitches and moving them will make them inaccessible; • The draft LAP has no on-site flood risk analysis completed. No criteria offered to show what scale or nature of a development will warrant an on-site flood risk analysis; <p>The submission states that no specific provision has been made in the Draft LAP for the following:</p> <ul style="list-style-type: none"> • A swimming pool site, a civil building with theatre or performance space, homes for the elderly/retired – 25% of Leixlip population 55+, affordable homes, social housing, a Sensory Garden, charging points for electric vehicles. • Adequate parking in the village, train stations or the proposed new Confey development. • Maintaining existing estates, green areas or new developments. • Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty - witnessed the power cuts, water leaks and ongoing stench in the middle of our town from the existing systems. • Proposed LAP is contrary to S8 which commits the council to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use. The LAP is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Leixlip; • LAP will destroy ‘Key’ Green Infrastructure areas (as well as their associated habitats) in our town; • Previous object to protect St. Catherine’s Park from a road was removed; • LAP doesn’t respect its settings and concerns raised on further encroachment; • Draft LAP is contrary to the Environmental Report which clearly states the loss of open space and amenity use could also be considered to have the potential to give rise to negative effect on population and human health; • Destroy Strategic Open Spaces and trees, grasslands and hedgerows;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Concerned over pedestrian cycle routes as very little detail and possible anti-social behaviour; • Queries relevance of objective in relation to encouraging a night time economy; • CPOs will be resisted; • Concerned over archaeology sites, European sites, River Liffey pNHA, Rye Water Valley, flooding of lands for the extension of cemetery. <p>The submission states that the KCC SEA Environmental Report indicates the LAP has potential significant negative effects on:</p> <ul style="list-style-type: none"> • Local services and utilities- such as water supply and wastewater infrastructure and electricity demand. • air quality, noise and climate- due to increased emissions & pollution • features of archaeological and architectural heritage, • biodiversity, ecological, land and soil • the environment • Human health & amenities. • Backland regeneration off the main street should be used to solve the towns parking deficit, provide a primary care centre and locate some homes for the elderly; • Childcare provision unsatisfactory; • No construction traffic is allowed use the Captain's Hill or Celbridge roads. <p>Summary</p> <ul style="list-style-type: none"> • Deal with the issues already facing the town as its stands rather than looking to expand; • Bring the scale of this development to a level that matches the actual demand for our town and not the greater Dublin area; • Do not promote building a road through <u>any</u> part of St Catherine's Park. • Do not agree to any development that would rely on a road from the m3 to the m4 that would go through <u>any</u> part of St. Catherine's Park. • Concerns are also raised in relation to the lack of appeal for the housing development as they will be part of the SHD process.

Sub. No.	Name	Summary of Submission
224	Emer Donohue	This submission raises the same issues as Submission 223. Please refer to Submission 223 for summary.
225	Glendale Meadows Resident's Association	<p>Non – Feasibility of large-scale development in Confey</p> <ul style="list-style-type: none"> • Comprises of a Urban Design Framework and not a masterplan as required; • Justified on proximity to rail line; • Scale in excess of local demand; • Necessary to conduct an Appropriate Assessment. <p>Pedestrian/cycle bridges into Glendale/Riverforest</p> <ul style="list-style-type: none"> • Design and scale of the two proposed bridges are unknown; • Concern over impact on residential areas; • Loss of green areas, visual impact of bridges, increase anti-social behavior. <p>Confey – Expansion of Cope Bridge</p> <ul style="list-style-type: none"> • Lead to increased traffic congestion and impact on accessibility of existing estates; <p>Growth</p> <ul style="list-style-type: none"> • Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification. • The submission provides details on the current residential homes, current population and those currently using bus/rail and the planned increase in houses, forecasted population and projected to uses bus/rail • Any development of Celbridge and Maynooth has a negative knock on impact on Leixlip as our road, bus and rail infrastructure as designed results in passengers and motorists being already in the system before the vehicles reach or pass through our town; • The ability of Leixlip residents to access the N4, bus and rail system is already affected by the scale of the exiting populations in Celbridge and Maynooth without any further development of these towns; • Once the developers get planning permission they will look to increase the densities to the max and therefore the total numbers are underestimated; • This proposed LAP is contrary to S6 – “To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure”;

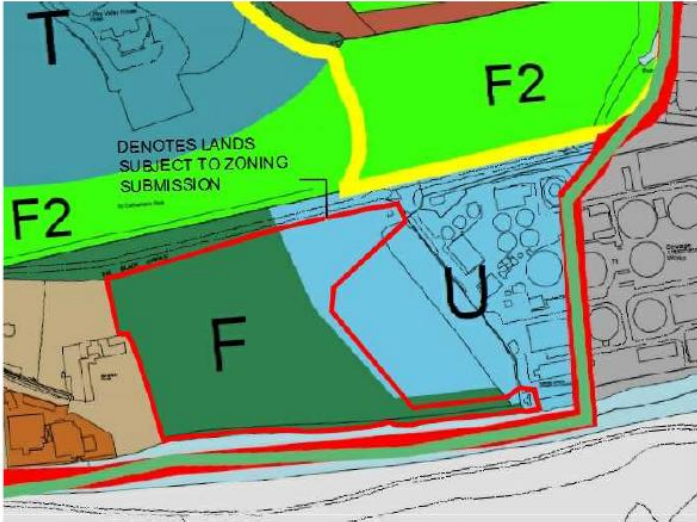
Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Strategic Transport Assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire Local Area Plan; • Sewer network at capacity; • Irish Water is currently undertaking studies to prepare a Drainage Area Plan (DAP) and model for the Leixlip area. The delivery of the LAP at Confey in accordance with the Urban Design Framework for these lands will require the cooperation of Irish Water. No agreement is in place with Irish water. • Contrary to the MASP which clearly states "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; " • No Traffic Impact Assessment completed for KDA; <p>Black Avenue – KDA</p> <ul style="list-style-type: none"> • No public transport route and no road network ; • No Transport Impact Assessment carried out; • Contrary to the Environmental Report, which clearly states the loss of open space, and amenity use could also be considered to have the potential to give rise to <u>negative effect on population and human health</u>; • Destroy a Strategic Open Space, increase pollution, destroy hedgerows, trees and parklands; • Concerned over the two pedestrian access routes; • Proposal rejected on two previous occasions. <p>Loss of Social Hub - Confey GAA</p> <ul style="list-style-type: none"> • No details of when new facilities to be provided; • Negative impact on the community. <p>Various Issues</p> <p>The Draft LAP makes no specific provision for:</p> <ul style="list-style-type: none"> - Maintaining green areas and enhancing access to nature and recreation for the people of Leixlip - A swimming pool site - A Sensory Garden.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> - Adequate parking in the village, train stations or the proposed new Confey development. - Improving the aesthetic quality of existing estates, - Improving and maintaining the existing water, waste & power supply infrastructure, which is aging and faulty. <p>Summary</p> <ul style="list-style-type: none"> • Not anti housing and we are very much aware that our children need houses for the future, but the planners need to take note of the objections by residents who have lived in this town for many years; • Get it right.
226	Daniel Donohue	This submission raises the same issues as Submission 223. Please refer to Submission 223 for summary.
227	Aileen Donohue	This submission raises the same issues as Submission 223. Please refer to Submission 223 for summary.
228	Sean Donohue	This submission raises the same issues as Submission 223. Please refer to Submission 223 for summary.
229	Emer Donohue	This submission raises the same issues as Submission 223. Please refer to Submission 223 for summary.
230 (a)	John Duffin	This submission raises the same issues as Submission 54 (a). Please refer to Submission 54 (a) for summary.
230 (b)		This submission relates to Confey Urban Design Framework KDA. This submission raises the same issues as Submission 50 (b). Please refer to Submission 50 (b) for summary.
230 (c)		This submission raises the same issues as Submission 50 (a). Please refer to Submission 50 (a) for summary.
231	Andy Grehan	This submission raises the same issues as Submission 147. Please refer to Submission 147 for summary.
232 (a)	Lynn Carroll	This submission relates to Black Avenue KDA. The submission raises the same issues as Submission 54 (a). Please refer to Submission 54 (a) for summary.
232 (b)		This submission relates to Confey Urban Design Framework KDA. The submission raises the same issues as Submission 50 (b). Please refer to Submission 50 (b) for summary.
232 (c)		This submission relates to Celbridge Road East KDA. The submission raises the same issues as Submission 54 (b). Please refer to Submission 54 (b) for summary.

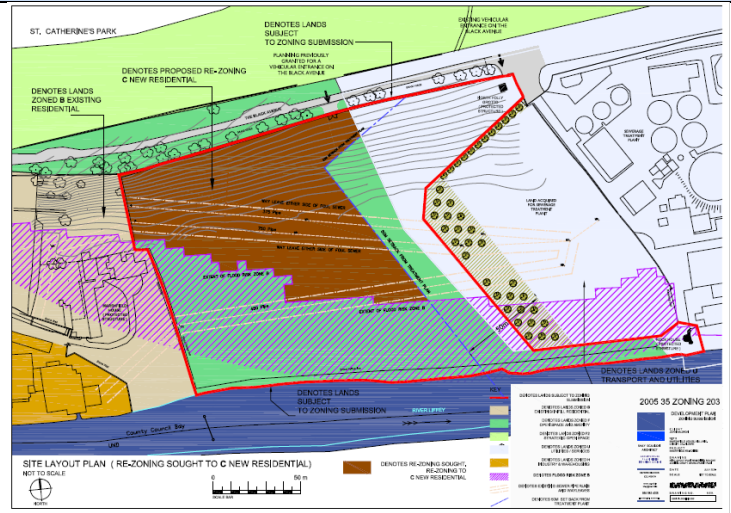
Sub. No.	Name	Summary of Submission
232 (d)		This submission relates to various aspects of the Draft Leixlip LAP. The submission raises the same issues as Submission 50 (a). Please refer to Submission 50 (a) for summary.
233 (a)	Niall Carroll	This submission relates to Black Avenue KDA. The submission raises the same issues as Submission 54 (a). Please refer to Submission 54 (a) for summary.
233 (b)		This submission relates to Confey Urban Design Framework KDA. The submission raises the same issues as Submission 50 (b). Please refer to Submission 50 (b) for summary.
233 (c)		This submission relates to Celbridge Road East KDA. The submission raises the same issues as Submission 54 (b). Please refer to Submission 54 (b) for summary.
233 (d)		This submission relates to various aspects of the Draft Leixlip LAP. The submission raises the same issues as Submission 50 (a). Please refer to Submission 50 (a) for summary.
234	Barry Russell	<ul style="list-style-type: none"> • Against the proposal for more houses to be built in Confey; • Beautiful town is being destroyed by over population; • Roads are congested; • Water/sewer system can't cope with the existing houses; • Town is losing the close community it had, • Disgusting treatment of everyone who has lived in Leixlip for generations that lovely town destroyed with outrageous plan to bulldoze green lands to build more houses. • Concerned raised over the environmental impact.
235 (a)	Brenda Crofton	This submission relates to Black Avenue KDA. The submission raises the same issues as Submission 54 (a). Please refer to Submission 54 (a) for summary.
235 (b)		This submission relates to Confey Urban Design Framework KDA. The submission raises the same issues as Submission 50 (b). Please refer to Submission 50 (b) for summary.
235 (c)		This submission relates to Celbridge Road East KDA. The submission raises the same issues as Submission 54 (b). Please refer to Submission 54 (b) for summary.
235 (d)		This submission relates to various aspects of the Draft Leixlip LAP. The submission raises the same issues as Submission 50 (a). Please refer to Submission 50 (a) for summary.
236 (a)	Marie Hearty	This submission relates to Black Avenue KDA. The submission raises the same issues as Submission 54 (a). Please

Sub. No.	Name	Summary of Submission
		refer to Submission 54 (a) for summary.
236 (b)		This submission relates to Confey Urban Design Framework KDA. The submission raises the same issues as Submission 50 (b). Please refer to Submission 50 (b) for summary.
236 (c)		This submission relates to various aspects of the Draft Leixlip LAP. The submission raises the same issues as Submission 50 (a). Please refer to Submission 50 (a) for summary.
237	Emily Nolan	<ul style="list-style-type: none"> • Against the proposal for Confey; • Concerns over impact on the animal with loss of habitats; • Town being destroyed; • Just another built-up area beside Dublin; • Vile treatment of everyone who has lived in Leixlip for generations; • Outrageous Plan; • Will not rest till it is stopped.
238 (a)	Riverforest Residents Association	This submission relates to Black Avenue KDA. The submission raises the same issues as Submission 54 (a). Please refer to Submission 54 (a) for summary.
238 (b)		This submission relates to Confey Urban Design Framework KDA. The submission raises the same issues as Submission 50 (b). Please refer to Submission 50 (b) for summary.
238 (c)		This submission relates to Celbridge Road East KDA. The submission raises the same issues as Submission 54 (b). Please refer to Submission 54 (b) for summary.
238 (d)		This submission relates to various aspects of the Draft Leixlip LAP. The submission raises the same issues as Submission 50 (a). Please refer to Submission 50 (a) for summary.
239	Deirdre McGillen	<ul style="list-style-type: none"> • 3,000 new homes in the area is simply unbelievable and unsustainable; • Disgusting stench in the village and old hill (sewage) has yet to be addressed; • Concern over an additional 3,000 more houses thrown into the mix; • Nothing for children that are not sport inclined; • No swimming pool or cinema; • Where did the fundraising money go for the swimming pool; • Amazed that Maynooth got go ahead for a pool when they already have Carton and Glen Royal;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> Putting people into a house with nothing else to offer does not solve any problems. It just creates more for everybody else.
240 (a)	Carol Duffin	This submission relates to Black Avenue KDA. The submission raises the same issues as Submission 54 (a). Please refer to Submission 54 (a) for summary.
240 (b)		This submission relates to Confey Urban Design Framework KDA. The submission raises the same issues as Submission 50 (b). Please refer to Submission 50 (b) for summary.
240 (c)		This submission relates to various aspects of the Draft Leixlip LAP. The submission raises the same issues as Submission 50 (a). Please refer to Submission 50 (a) for summary.
241	Tom Connolly	<ul style="list-style-type: none"> Welcome the proposed Black Ave KDA - many years since any substantial housing development in the area; GAA club are screaming out for new youth; own family would also like to stay in the area but there is very little on the market; Local primary and post-primary schools are short on pupils.
242 (a)	Irene Duffin	This submission relates to Black Avenue KDA. The submission raises the same issues as Submission 54 (a). Please refer to Submission 54 (a) for summary.
242 (b)		This submission relates to Confey Urban Design Framework KDA. The submission raises the same issues as Submission 50 (b). Please refer to Submission 50 (b) for summary.
242 (c)		This submission relates to various aspects of the Draft Leixlip LAP. The submission raises the same issues as Submission 50 (a). Please refer to Submission 50 (a) for summary.
243 (a)	Thomas Duffin	This submission relates to Black Avenue KDA. The submission raises the same issues as Submission 54 (a). Please refer to Submission 54 (a) for summary.
243 (b)		This submission relates to Confey Urban Design Framework KDA. The submission raises the same issues as Submission 50 (b). Please refer to Submission 50 (b) for summary.
243 (c)		This submission relates to various aspects of the Draft Leixlip LAP. The submission raises the same issues as Submission 50 (a). Please refer to Submission 50 (a) for summary.
244	Henry McGillen	<ul style="list-style-type: none"> Astonished and amazed regarding the possibility of 3,000 more houses being built; Concerns over traffic implications; The submission raises concerns over policing, schools, sewage infrastructure, and pollution.

Sub. No.	Name	Summary of Submission
245	Javad Langeroudi	The submission relates to Confey Urban Design Framework (KDA). The submission raises the same issues as Submission 107.
246	John Waldron	<p data-bbox="571 363 1915 435">Submission submitted by Shay Scanlon Architects on behalf of John Waldron, the landowner of lands at Marshfield House, Mill Lane.</p>  <ul data-bbox="571 986 1989 1216" style="list-style-type: none"> • Lands are located within walking distance to the east of town centre, situated between the River Liffey to the South, St. Catherine’s Park and Black Avenue to the North and the treatment plant to the east with Marshfield house and Mill Lane to the west • Current zoning ‘F: Open Space’ has limited value in terms of the public access to this amenity as it is privately owned • Re-zoning of the land is sought from ‘F: Open Space’ to ‘C: New Residential’

Sub. No.	Name	Summary of Submission
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- Figure above denotes area that might be rezoned (includes contour lines and extent of flood risk area)

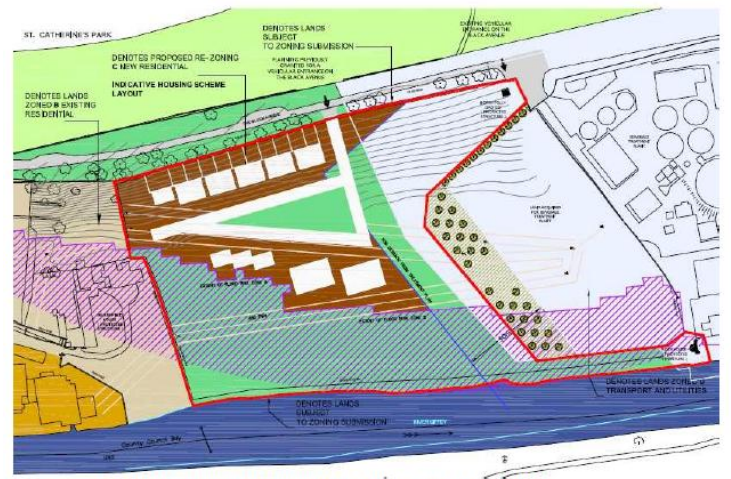


FIG.3 Schematic Housing Layout if the lands where re-zoned.

- Figure above shows how scheme might be laid out

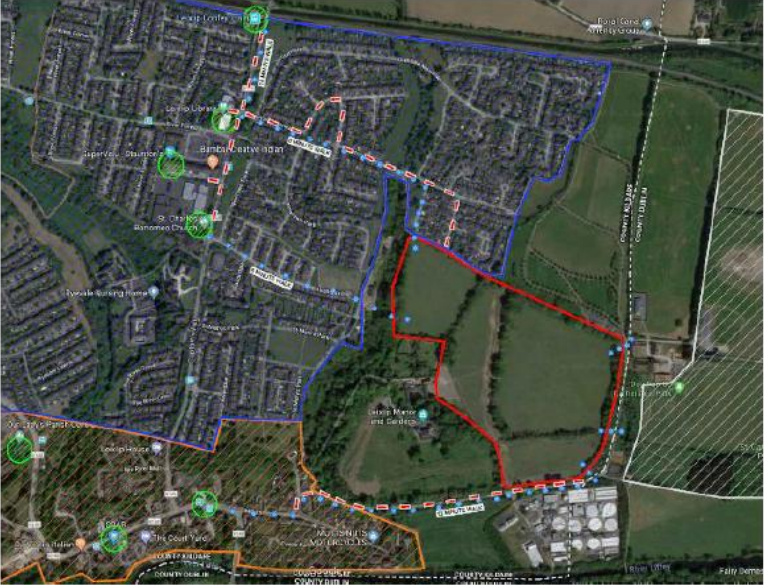
Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Site, if re-zoned, has potential to provide approx. 25-30 housing units with a mix of houses and apartments • Potential to provide additional housing within the town in close proximity to all the available services and amenities and in the context of a national housing crisis would appear to be pragmatic, sustainable and sensible planning development.
247	Ann Barry	This submission relates to various aspects of the Draft LAP. The submission raises the same issues as Submission 50(a). Please see Submission 50(a) for summary.
248	Eamonn Barry	This submission relates to various aspects of the Draft LAP. The submission raises the same issues as Submission 50(a). Please see Submission 50(a) for summary.
249	Joseph Fallon	<ul style="list-style-type: none"> • The scale of development at Confey is way in excess of any demand locally and will negatively impact on the current residential population both during its construction and once occupied. • It is necessary to conduct Appropriate Assessment and create restrictions on zoning and housing specifications to protect the canal waterway ecosystem • The knock-on effects of bridges at Glendale and Riverforest will be negative, creating a flow of activity in settled areas without benefit. Design of these bridges is unknown, which could affect the skyline, and they will result in the loss of green areas to path /cycleways • Overlooking from these bridges into homes is also an issue • New routes will facilitate criminal activity <p>Cope Bridge</p> <ul style="list-style-type: none"> • Proposed works will create additional traffic and congestion • Any plan cannot be considered in isolation and should also consider Maynooth and Celbridge (submission includes statistics relating to housing, population, use of bus / rail, and use of roads within the three towns. The submitted figures are the same as those outlined in Submission 250 – see Submission 250 for full detail) <p>Growth</p> <ul style="list-style-type: none"> • Developers will look to increase the densities to the max, therefore the total numbers are underestimated. • The numbers in the plan are very misleading in regard to the actual size of the development. The current situation at Wonderful barn is a live example of this type of developer opportunism; <p>Infrastructure</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Proposed development is contrary to S6 – “To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure”; • Town’s infrastructure is already strained, limited capacity at the water treatment works - improvement works earliest will take place is Q4 – 2022; • Strategic Transport Assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire Local Area Plan; • Irish Water is currently undertaking studies to prepare a Drainage Area Plan (DAP) and model for the Leixlip area. The delivery of the LAP at Confey in accordance with the Urban Design Framework for these lands will require the cooperation of Irish Water. No agreement is in place with Irish water. • Contrary to the MASP which clearly states "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; " • No funding for infrastructure. <p>Transport</p> <ul style="list-style-type: none"> • Objective MT3.11 - no Traffic Impact Assessments (TIA) have been completed for this KDA; <p>Black Avenue KDA</p> <ul style="list-style-type: none"> • MT3.11 - no Traffic Impact Assessments (TIA) have been completed for this KDA; • Contrary to the Environmental Report, which clearly states the loss of open space, and amenity use could also be considered to have the potential to give rise to negative effect on population and human health. • Will destroy a Strategic Open Space and ‘Key’ Green Infrastructure areas; • Development will cause massive increases in pollution, increased noise levels, and illegal dumping; • Development will destroy hedgerows, exiting trees and parklands with five additional pedestrian entrances being created to the park • Development will create two pedestrian entrances into Glendale Meadows and alter the current environment. The proposal is rejected by all 285 Glendale Meadows residents

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Development would facilitate anti-social behaviour • Development has been rejected twice previously by the Council <p>Confey GAA</p> <ul style="list-style-type: none"> • Plan includes the removal of the sporting and social heart of our community at Confey GAA. The impact to the existing community will be negative as it will be further away. <p>Comments generally</p> <ul style="list-style-type: none"> • The LAP makes no provision for: a swimming pool, theatre or performance spaces; homes for the elderly; affordable homes, a sensory garden, adequate parking in the village and at train stations; maintaining amenity and green areas; improving water infrastructure; maintaining natural heritage sites.
250	Suzanne Plunkett	<ul style="list-style-type: none"> • Electricity and water in Riverforest cannot be maintained and adding houses is not going to improve this. • A bridge over the railway at Riverforest would attract anti-social behaviour and is a ridiculous idea. <p>Confey GAA</p> <ul style="list-style-type: none"> • The Confey Urban Design Framework refers to Confey GAA on page 10. • Confey GAA is already an existing amenity in the area and within walking distance of Riverforest, Glendale, Newtown and Avondale. • The facility is not underutilised and this statement within the LAP shows a lack of regard for such amenities and places and the voluntary efforts of these involved in campaigning and fundraising for the club. • Moving this club north would not facilitate 'ease of access' as stated • A proposed 'community hub' is welcomed but do not take away existing ones <p>Transport</p> <ul style="list-style-type: none"> • The widening of Cope Bridge would take away green areas and potentially worsen traffic. Has a Traffic Impact Assessment been conducted in relation to this? <p>St. Catherine's Park</p> <ul style="list-style-type: none"> • Previous objective to protect St. Catherine's Park has been removed from this draft and in a complete 'u-turn' the LAP is not in fact proposed a road into the park to facilitate housing development at Black Avenue <p>Green Infrastructure</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • It is important to protect, enhance and further develop green areas as spaces for amenity, recreation and biodiversity as well as hedgerows, trees and woodlands <p>LAP General comments</p> <ul style="list-style-type: none"> • The LAP identifies existing issues in Leixlip in relation to rail transport capacity, capacity at schools, air quality, biodiversity, human health and amenities and effects on physical water infrastructure • The LAP should make provision for: a swimming pool, theatre or performance spaces; homes for the elderly; affordable homes, a sensory garden, adequate parking in the village and at train stations; maintaining amenity and green areas; improving water infrastructure; maintaining natural heritage sites • Submission includes statistics on Leixlip, Celbridge and Maynooth as below:

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		<p><u>Some statistics</u></p> <p>Population Growth: (using Census 2016 results and CDP Population forecast)</p> <table border="1"> <thead> <tr> <th></th> <th>Current Population</th> <th>Forecasted Population</th> </tr> </thead> <tbody> <tr> <td>Leixlip</td> <td>15,504</td> <td>19,794 (+ 4290) + 27%</td> </tr> <tr> <td>Celbridge</td> <td>20,228</td> <td>22,801</td> </tr> <tr> <td>Maynooth</td> <td>14,585</td> <td>18,996</td> </tr> <tr> <td>Total</td> <td>50,317</td> <td>61,591 + 11,272 or 22%</td> </tr> </tbody> </table> <p>Low forecast metric used means numbers will probably be higher</p> <p>Housing Unit growth: (using Census 2016 results and CDP Housing Allocation plan)</p> <table border="1"> <thead> <tr> <th></th> <th>Current Residential Homes</th> <th>Planned Increase</th> </tr> </thead> <tbody> <tr> <td>Leixlip</td> <td>5219</td> <td>8534 (+3315) + 38%</td> </tr> <tr> <td>Celbridge</td> <td>6544</td> <td>9794 (+3250)</td> </tr> <tr> <td>Maynooth</td> <td>4674</td> <td>8216 (+3542)</td> </tr> <tr> <td>Total</td> <td>16,437</td> <td>26,554 (+10,107) 39%</td> </tr> </tbody> </table> <p>Projected increase in Commuters using Public Transport for work (using CSO and CDP Data)</p> <table border="1"> <thead> <tr> <th></th> <th>Currently using Bus/Rail</th> <th>Projected to use</th> </tr> </thead> <tbody> <tr> <td>Leixlip</td> <td>1489</td> <td>2321 (+ 55%)</td> </tr> <tr> <td>Celbridge</td> <td>1457</td> <td>2071 (+ 42%)</td> </tr> <tr> <td>Maynooth</td> <td>1291</td> <td>1676 (+ 30%)</td> </tr> <tr> <td>Total</td> <td>4237</td> <td>6068 (+1831) +43%</td> </tr> </tbody> </table> <p>Projected increase in Commuters using Road network (not Buses) for work</p> <table border="1"> <thead> <tr> <th></th> <th>Currently using Roads</th> <th>Projected to use Roads</th> </tr> </thead> <tbody> <tr> <td>Leixlip</td> <td>4790</td> <td>7776 (+ 62%)</td> </tr> <tr> <td>Celbridge</td> <td>6906</td> <td>9753 (+ 41%)</td> </tr> <tr> <td>Maynooth</td> <td>4005</td> <td>5363 (+ 34%)</td> </tr> <tr> <td>Total</td> <td>15691</td> <td>22892 (+ 7201) +54%</td> </tr> </tbody> </table> <p>Note: Figures may be higher as census data did not differentiate between homes comprising of retired residents and those in work</p> <p>Plan does not reflect or acknowledge complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such the proximity to each other and sharing the same road networks and Public transport facilities.</p>		Current Population	Forecasted Population	Leixlip	15,504	19,794 (+ 4290) + 27%	Celbridge	20,228	22,801	Maynooth	14,585	18,996	Total	50,317	61,591 + 11,272 or 22%		Current Residential Homes	Planned Increase	Leixlip	5219	8534 (+3315) + 38%	Celbridge	6544	9794 (+3250)	Maynooth	4674	8216 (+3542)	Total	16,437	26,554 (+10,107) 39%		Currently using Bus/Rail	Projected to use	Leixlip	1489	2321 (+ 55%)	Celbridge	1457	2071 (+ 42%)	Maynooth	1291	1676 (+ 30%)	Total	4237	6068 (+1831) +43%		Currently using Roads	Projected to use Roads	Leixlip	4790	7776 (+ 62%)	Celbridge	6906	9753 (+ 41%)	Maynooth	4005	5363 (+ 34%)	Total	15691	22892 (+ 7201) +54%
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251	Suzanne Buckley	<ul style="list-style-type: none"> This submission relates to Confey GAA and raises the same issues as Submission 178. Please refer to submission 178 for summary Submission also includes an additional opening paragraph which states support for Confey GAA submission, inadequate consultation on the proposals and resistance to development with insufficient thought. 																																																												
252	Evan Buckley	<ul style="list-style-type: none"> This submission relates to Confey GAA and raises the same issues as Submission 178. Please refer to submission 178 for summary 																																																												

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		<ul style="list-style-type: none"> Submission also includes an additional opening paragraph which states support for Confey GAA submission, inadequate consultation on the proposals and resistance to development with insufficient thought
253	Noreen Gibson	<ul style="list-style-type: none"> Please consider the mental health of all users of St. Catherine's Park and don't even think of building a motorway there. In relation to the proposed housing, correct infrastructure is required before even one house is built in Leixlip. Residents already have problems getting in and out of their estates at peak times
254	Stanley Family	<p>Submission submitted by Manahan Planners on behalf of the Stanley Family, the landowner of lands at Black Avenue, Leixlip, outlined in red below.</p> 

Sub. No.	Name	Summary of Submission
		<div data-bbox="763 288 1848 711" data-label="Figure"> </div> <ul data-bbox="571 735 2024 1366" style="list-style-type: none"> • Submission states that they are in agreement with, and supportive of, the proposed land use zonings, which would facilitate the creation of important road improvements, strategic pedestrian and cycle routes. It would also facilitate the creation of linked open spaces. • The Black Avenue KDA would make a significant contribution to the future development of 3,315 additional dwelling units within the zoned area of Leixlip, and the provision of road improvements and linked open spaces. • The development of the site can assist with resolving the deficiency in the previous Local Area Plan as identified by the Minister. • The land is suitably located within the town. It's close access to facilities, public transport, and services, and access provided by way of our client arranging for the widening of Black Avenue to accommodate a proper carriageway, footpath and cycleway, make this a realistic and appropriate proposal. • Submission states that they understand the lands are used for anti-social behaviour and residents from adjoining estates have contacted the landowners saying they would prefer to see the lands developed. • Submission notes that preparation of detailed reports to underpin the draft LAP. • Submission states that owners have conducted detailed traffic and drainage investigations to show the suitability of these lands for development.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> The measures, if implemented, would accord with the proper and sustainable development of Leixlip.
255	Melanie Hall	<ul style="list-style-type: none"> In favour of additional housing as there's a recognised need Vital that the provision of additional housing in Leixlip is delivered in a way that is not detrimental to the fabric and character of Leixlip Crucial that the necessary infrastructure combined with the essential community facilities are reviewed properly and implemented effectively Absence of a swimming pool is a huge oversight More community areas and facilities required Upgrade to the sewerage system and road networks should be prioritised Additional town centre parking required Some buildings in poor state should be required to be developed in town centre Common shop front policy should be applied Wonderful Barn should accommodate a range of daytime and evening time uses such performing arts and cultural uses Previous objective to protect St. Catherine's Park has been removed from this draft and in a complete 'u-turn' the LAP is not in fact proposed a road into the park to facilitate housing development at Black Avenue LAP fails to provide a masterplan for Confey Lands should not be zoned beyond the lifetime of the plan Services and infrastructure should be provided before development occurs Budget for maintenance in Leixlip needs to be kept in line with the growing size of the town <p>Celbridge Road East Key Development Area</p> <ul style="list-style-type: none"> All 40 councillors previously voted to remove this KDA Zoning of these lands should not be permitted on cultural and heritage grounds Traffic consequences of zoning this land would be huge.
256	Andrew Thomas	<p>This submission was uploaded via the Council's comment form and relates to the topic of Housing and Community.</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • In favour of additional housing in the area. • Additional housing should not be detrimental to the fabric and character of Leixlip. • Crucial that necessary infrastructure and essential community facilities are reviewed and implemented. • The lack of a swimming pool in the area is an oversight. • More attention to community areas such as a theatre space, additional playgrounds, upgrade to the sewerage system prioritised • Road networks. • Water/electricity needs – esp. in light of Intel’s new plans to expand. Lot of blackouts and water pipes bursting recently. • Schools and crèche facilities and after school facilities and club areas needed. • Town centre –buildings in terrible state – should be made to develop these. • KCC should insist on a common store front or colours to give town centre a unified feel. Additional parking to assist with town rejuvenation. • Much larger park and ride facilities. • Key Development Areas that were removed from the last Local Area Plan by unanimously backed Material Alterations have been included again. <p>Celbridge Road East Key Development Area (KDA)</p> <ul style="list-style-type: none"> • Disappointing to see these lands back on the Draft Leixlip LAP 2020-2026 seeking the zoning of these lands for residential development. • The zoning of these lands should not be permitted on cultural and heritage grounds. • Leixlip Castle and Demesne are both listed for protection in the County Development Plan. • The Wonderful Barn has already been zoned; we need to preserve the remaining lands of historical and cultural heritage. • The traffic consequences of this on the Celbridge Road would be huge. • The Wonderful Barn site could and should accommodate a range of day and evening time uses i.e. cultural, arts. • Previous objective 'To protect the amenity of St. Catherine's Park' removed from Plan.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> The LAP fails to provide a Master Plan as directed by ministerial order for Confey. Services should be put in place before developments.
257	William Maher	<ul style="list-style-type: none"> This submission relates to Confey GAA, it raises the same issues as submission 147. Please revert to submission 147 for summary.
258	Lorraine Fitzgerald	<ul style="list-style-type: none"> The submission relates to various aspects of the Draft LAP. The submission raises the same issues as Submission 50(a). Please refer to 50(a) for summary.
259	Eoin Cullen	<ul style="list-style-type: none"> Not in favour of moving Confey GAA Club.
260	MU Barnhall RFC	<p>This submission is in three parts:</p> <ul style="list-style-type: none"> The comment from which indicates that the submission relates to the topic of Housing and community. A sponsorship booklet; and A letter from the rugby club. <p>The main points raised in the letter are summarised below:</p> <ul style="list-style-type: none"> KCC should include a feasibility study regarding provision of communal sports fields for local clubs. HP has been using HP lands for playing grounds however this option will longer exist. Supports new housing in the area. The club fields 39 teams have 850 players across all age groups and anticipate having over 1,000 players by the end of 2023; but only have 3 pitches. The club has invested £750k in the pitches since 1999. Current use takes significant toll on the condition of the pitches and more pitches are urgently needed. Request that some amenity land at Wonderful barn KDA 1 be allocated for provision of rugby pitches. The club has an historical association with the Wonderful barn.
261	Kim Daly	<ul style="list-style-type: none"> The submission relates to various aspects of the Draft LAP. The submission raises the same issues as Submission 50(a). Please refer to 50(a) for summary.
262	Gavin Colton	<ul style="list-style-type: none"> The submission relates to the Confey UDF and Black Avenue KDA. The submission largely raises the same issues as Submissions 50(b) and 54(a). Please refer to 50(b) and 54(a) for summaries. <p>Additional points raised in this submission are set out below:</p> <ul style="list-style-type: none"> This is also a mandatory request for the completion of Strategic Environmental Assessment and Appropriate

Sub. No.	Name	Summary of Submission
		<p>and Environmental Impact Assessment on any development within 500m of St. Catherine’s park and the adjoining Lucan Demesne.</p> <ul style="list-style-type: none"> • An independent contractor should carry out this Assessment with no connections to the town, holding no conflict of interests. • Further assessment is required to inform an effective master plan that supports sustainable, safe, smart development in Leixlip. • Concerned with the proposed developments that are envisaged for Leixlip as part of the LAP 2020-2026.
263	John Cronolly	<ul style="list-style-type: none"> • It has been indicated on the Comment form that this submission relates to the Topic of: Vision for Leixlip. It appears that the comments relate to Celbridge Road East KDA and raises the same issues as submission 54(b). Please revert to submission 54(b) for summary.
264	Fiachra Lynch	<p>This submission relates to Confey KDA, the key points raised are summarised below:</p> <ul style="list-style-type: none"> • Angered by the proposal to relocate the Confey GAA pitch 800 metres from its current location • The club is not underutilised but thrives. • Disruption to the club would be catastrophic.
265	Stephen Allis	<p>This submission relates to Confey Urban Design Framework.</p> <ul style="list-style-type: none"> • “Mixed use units” concept is ambitious, given the proximity of businesses at Riverforest Shopping Centre. There is risk of not being able to attract business tenants for the many ground floor business units due to commercial non-viability as local market already covered. Can result in increase in anti social behaviour and a look of urban decay. • The 2 proposed pedestrian bridges (in Section 2.1.6.7 Movement and Access Strategy), will bring security issues and potential antisocial behaviour problems. No need also for 2 more additional access points. • Proposed moving of Confey GAA, under section 2.1.3 LAND USE penalises the existing member base of the club and would make it far less accessible to them, further threaten the membership. • The volume of units proposed in the Confey Urban Development is excessively high. Additional strain on this network would be detrimental to the entire town of Leixlip. Captain’s Hill is a bottle-neck for traffic and simply could not take the scale of the development proposed. • Additional traffic from up to 5,000 additional vehicles on to the local streets which are already experiencing

Sub. No.	Name	Summary of Submission
		<p>traffic congestion.</p> <ul style="list-style-type: none"> • Previous objective removed from Plan - '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.' • MT1.4 No ecological analysis has been completed on the effects of this LAP. • The new Educate Together School will open its doors in September 2019. As of yet, no site has been designated for the permanent site of this school.
266	Liam Gately	The submission relates to various aspects of the Confey UDF and Confey GAA. The submission raises the same issues as Submission 147. Please refer to 147 for summary.
267	Sharina Kapostina	<p>This submission comprises three parts. The comment form indicates an objection to Celbridge Road East; it is accompanied by a personal submission and a copy of the Wonderful Barn Action Plan (published by Kildare County Council in May 2004). The points raised in the personal submission re summarised below:</p> <p>Leixlip in context</p> <ul style="list-style-type: none"> • Despite the rapid nature of the growth, facilities and infrastructure have been slow to catch up or do not exist. <p>Public Realm Improvements</p> <ul style="list-style-type: none"> • Detailed proposals of how to achieve the Public Realm Improvements together with a schedule for completion should be outlined in the DLLAP • Section 5.5.1 concedes that there is a lack of car park facilities in the town. However it also states the intention to remove on-street parking to make room for cycle-lanes etc and incorporating market stall areas etc into the parking facilities at Arthur Guinness Square. Objectives above are in direct competition with each other. <p>Enterprise, Economic Development & Tourism</p> <ul style="list-style-type: none"> • None of the goals set out in the Kildare County Council issued Wonderful Barn and Barnhall House Action Area Plan (2004) have been implemented. A proper phased development plan should be put in place to develop the Wonderful Barn as has been envisaged. Failure to develop it as a tourism attraction deepens the risk of deterioration and decay (images provided). <p>Housing and Community</p> <ul style="list-style-type: none"> • The DLLAP makes no mention of existing capacity issues at football clubs, childcare facilities, etc arising from

Sub. No.	Name	Summary of Submission
		<p>the recent construction of housing estates.</p> <ul style="list-style-type: none"> • Build apartments/townhouses, etc are not consistent with the local area; they are unsightly and fall into in a state of disrepair owing to issues with management companies, maintenance and lighting of shared grounds/common areas, insurance, etc. • The DLLAP does not mention any concrete plans to create, extend or upgrade any of the existing services or facilities in line with the proposed population growth – refers to a case study in Lucan with an accompanying press report on issue associated with lack of youth facilities). • No mention of a swimming pool. • The proposed population increase as without provision for additional services would negatively impact on an already congested health system with far-reaching social implications for the community in general. • Many of the sports facilities listed in the Plan i.e. tennis club etc are not freely available and therefore their inclusion is misleading. • Other clubs/societies have issues with resources and there is a lack of acknowledgment in the DLLAP of the real situation on the ground. <p>Movement and Transport</p> <ul style="list-style-type: none"> • Traffic Impact Assessments should be performed in advance of any further zoning and particularly in relation to CELBRIDGE ROAD EAST –the effects of the rezoned lands at Wonderful Barn should be incorporated. <p>Infrastructure and Environmental Services</p> <ul style="list-style-type: none"> • Objects to any further zoning within Leixlip and particularly in relation to Celbridge Road East unless and until any capacity issues, have been identified and resolved. <p>Surface Water and Ground Water</p> <ul style="list-style-type: none"> • Any further rezoning (particularly in relation to the lands at Celbridge Road East) should be deferred unless and until the results from Drainage Area Plan is available. The submission refers to a report from RTE re: recurring odour issues in the town. • Investigations should be taken to assess the level of air pollution, noise pollution and the affect that low flying aircraft associated with Weston Airport have on the surrounding area. <p>Built Heritage</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • The Wonderful Barn should be developed as a tourist attraction, there is a risk that it will decay (picture included). <p>Natural Heritage, Green Infrastructure & Strategic Open Spaces</p> <ul style="list-style-type: none"> • The DLLAP refers to maintaining the green infrastructure but does not identify any of these as “Infill sites’. • The proposal to rezone Celbridge Road East directly contravenes the above protection and the rezoning should be reconsidered. • 8.2 Leixlip Castle Demesne is specifically mentioned a key Local Biodiversity Area as is Wonderful Barn and St. Catherine’s Park. • The Wonderful Barn and Leixlip Castle Demesne are specifically mentioned a key Local Biodiversity Area, however this would be undermined by the rezoning of Celbridge Road East. • St. Catherine’s Park is listed in the Plan as open space but it is located outside of the boundary of the plan • sport clubs should not be included in open space as they are unavailable to non-members <p>Key Development Area – Celbridge Road East</p> <ul style="list-style-type: none"> • Should be preserved as parklands to create a tourism and heritage trail – from Leixlip Castle through Leixlip Demesne Parklands to the Wonderful Barn and eventually a link to Castletown. • Objects to the rezoning to allow units up to 2/3 storey in height due to the fundamental height difference at ground level. • Section 28 Guidance, Chapter 13 of the CDP focus on the protection of Leixlip Castle and the lands at Celbridge Road East. Any development two storeys in height will ruin the aspect of the Castle. • Objects to the passage which states that <i>“sections of the wall may need to be removed to facilitate pedestrian access”</i> • Kildare County Council should protect the boundary wall. • The proposed exit at Pound Street is not viable as a link to Leixlip Village. • Issues with drainage • Traffic Impact Assessments should be undertaken. • Funnelling vehicles from an extra (combined) 900 homes will have a negative impact on the Celbridge Road. • The Dublin Road (R404) is already extremely busy and one would question whether it has the capacity to

Sub. No.	Name	Summary of Submission
		<p>take the additional vehicles envisaged.</p> <ul style="list-style-type: none"> • The combined effect of the proposed rezoning in Celbridge which will also feed onto the Dublin Road seeking to enter the N4 should be investigated. • The lands are unsuitable due to unacceptable noise and jet fuel residues - there are already low-flying jets using Weston and it appears that the aerodrome is considering expansion. • Noise levels must be taken into account. The N4 is a main motorway that traverses the country and is busy 24/7. • Any housing development would face an extreme level of noise day and night and this could prove to be a serious and foreseeable health hazard. • An abundance of wildlife which inhabits the Demesne lands from squirrels to hedgehogs, rabbits, foxes - and the occasional bat. • The area is a Natural Green Belt and should not be rezoned.
268	John Carey	<ul style="list-style-type: none"> • The submission relates to various aspects of the Draft LAP. The submission raises the same issues as Submission 50(a). Please refer to 50(a) for summary.
269	Giselle Staunton	<ul style="list-style-type: none"> • The submission relates to Confey UDF. The submission raises the same issues as Submission 50(b). Please refer to 50(b) for summary.
270	Jennifer Minogue	<p>This submission raises issues in respect of Movement and Transport and is summarised as follows:</p> <ul style="list-style-type: none"> • Confey train service is already very inadequate. • Adding 1,000s of more residents in Confey will make this service almost unusable. • Planners are not in any way familiar with Leixlip. • Electrification is dependent on Irish Rail. • KCC making plans contingent on another organisation is very poor planning as the council have no control over Irish Rail, for is upgraded infrastructure before new housing here.
271	Anita McHugh-Moran	<p>This submission raises a number of issues in respect of Land Use Zoning Objectives, these are summarised as follows:</p> <ul style="list-style-type: none"> • Objects to Black Avenue being used to access and exit the proposed housing development close to St. Catherine's Park Leixlip.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • No one has the right to develop these lands for housing as they were gifted as an amenity for the people of Leixlip. • If housing development is allowed to go ahead and Black Avenue is used for residential access the future of the Black Avenue its woodland and wildlife will be short.
272	Noel Thompson	<p>This submission raises a number of issues in relation to Celbridge Road East KDA, these are summarised as follows:</p> <ul style="list-style-type: none"> • Zoning removed from previous LAP, no change to land or infrastructure since then, • Density increase from 30 to 35 dph unjustified. • Removal of trees bordering Leixlip Park contrary to CDP objectives. • Height of the land to be reduced is vague. • Pedestrian links through Leixlip Park and Wogansfield were removed from previous LAP. • Proposed road through HP is still at idea stage. No guarantees regarding provision of the road prior to housing, refers to Wonderful Barn. • No flood risk assessment carried out. • Celbridge Road East Linear Park is actually a remnant strip of land the developers couldn't build on due to noise. • The R404 Links to R128 improvements have not been investigated despite the Strategic Transport Assessment referring to serious traffic issues. • 25% of new houses in Leixlip will be built on the Celbridge Road. This is 1km outside of the catchment area and so people are reliant of bus services. No plans in the LAP to address capacity of public transport. • No provision for homes or retirement facilities. • 5 pedestrian routes planned, Leixlip Park and Wogansfield have health and safety issues, one will pass through Aldi car park and one is through Leixlip Castle (safety issues, unlikely to gain permission from the landowner). • Development being driven by KCC to deliver 3,315 new houses, no regard to the quality of the land and infrastructure. • LAP is focussed on small measures and does not reference that Leixlip shares road network, infrastructure

Sub. No.	Name	Summary of Submission
		<p>with Lucan, Celbridge and Maynooth which will grow from 30% to 60% over the next 6 years.</p> <ul style="list-style-type: none"> Impossible to call this a 'Plan' with so many unknowns i.e. road networks and potential road through St. Catherine's Park.
273	Marguerite Devine	<p>This submission raises issues in respect of Black Avenue KDA and is summarised as follows:</p> <ul style="list-style-type: none"> Finds it really hard to comprehend how anybody would entertain the notion of allowing a developer to build houses up Black Avenue and how the entrance to the park should be handed over to a developer to use as his entrance to such houses, suggesting a linear park etc, There is no facility for park users to drive to the car park because of a one way system. If Mill Lane was to try to support 350/500 cars daily the residents would effectively be living in a car park – impact on new residents and house values. Raised concerns regarding an objective in the previous LAP <i>“to seek protect and preserve and develop St. Catherine’s Park as a dedicated open space”</i> being omitted. I am also concerned about significant woodland areas that house our wildlife, The old ESB site would make an ideal site for older folk to live in. It’s adjacent to Main St and bus stops. The units would be single storey; in keeping with the sight lines of the nearby community so therefore would not be an encroachment on the area. The vehicular activity would be to a minimum on such a busy junction (Mill Lane/ Main St). Suggests that KCC choose wisely where they put houses and not cripple existing well developed predominantly retired areas and thus destroy quality of life.
274	Grace Carew	<p>The submission relates to various aspects of the Draft LAP. The submission raises the same issues as Submission 50(a). Please refer to 50(a) for summary.</p>
275(a)	William O’Dwyer	<p>The submission relates to various aspects of the Draft LAP. The submission raises the same issues as Submission 50(a). Please refer to 50(a) for summary.</p>
275(b)		<p>The submission relates to Black Avenue KDA. This submission raises the same issues as submission 54(a). Please revert to submission 54(a) for summary.</p>
275(c)		<p>The submission relates to Confey KDA. This submission raises the same issues as submission 50(b). Please revert to submission 50(b) for summary.</p>

Sub. No.	Name	Summary of Submission
276	JJ Flannery	<p>This submission relates to Black Avenue, it is summarised as follows:</p> <ul style="list-style-type: none"> • Development of Black Avenue in St. Catherine’s Park is contrary to S8 which commits the council to protect and enhance natural heritage, amenity areas and green spaces and would impact an existing amenity area which is enjoyed by thousands of Leixlip residents daily. • Increased traffic volumes will impact on pedestrian, cyclist and vehicular access to St. Catherine’s Park. • Using public lands (Black Avenue) for housing is in contravention of every Environmental Report produced which state that the loss of open space and amenity areas has the potential to give rise to negative effects on the population and human health. • The duty of the council should be to protect the amenity of St. Catherine's Park.
277	Ryan Flannery	<ul style="list-style-type: none"> • The submission relates to Black Avenue KDA and raises the same issues as submission 276. Please revert to submission 276 for summary.
278	John Malone	<ul style="list-style-type: none"> • Objects to Black Avenue being used to access and exit the proposed housing development close to St. Catherine’s Park. • It is not suitable to take extra vehicle traffic it was intended for horse carriage and foot traffic it’s narrow and steep and is bordered by mill lane residence and a beautiful wooded area which is full of flora and fauna • St. Catherine’s Park was given to the people of Leixlip; it is a public amenity and should not be given away for development.
279	Suzanne Byrne	<ul style="list-style-type: none"> • Opposed to plans outlined... Effect on residential area, traffic, lack of green spaces
280	Chrstine Fitzpatrick	<p>This submission was uploaded via the Council’s comment form, it has been indicated that the submission relates to Confey KDA.</p> <ul style="list-style-type: none"> • The council should reinstate the previous objective - '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.' • This Key Development Area was removed from the last Local Area Plan by unanimously backed Material Alterations. • This proposed development is contrary to S6 – “To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure” The existing infrastructure is unable to support

Sub. No.	Name	Summary of Submission
		<p>developments of this scale. There is limited capacity at the water treatment works. Improvement works earliest will take place is Q4 - 2022.</p> <ul style="list-style-type: none"> • This development is contrary to the MASP which clearly states "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; " • This proposed development is contrary to MT3.8 "To ensure that any significant new development takes place in proximity to public transport routes and can be add...(ends)
281	David Stewart	<ul style="list-style-type: none"> • Disagrees with the plan for a new town centre in Confey • Previous similar plans have had terrible results. • Traffic in the local area and resolutions suggested by town planners are not viable constructed with little or zero local knowledge and complete incompetence.
282	Paul Smith	<ul style="list-style-type: none"> • This submission queries why Kildare has zoned land at Black Avenue. • There are rare species of bat in this area which are protected.
283	Mary Brennan	<ul style="list-style-type: none"> • This submission relates to Celbridge Road East (KDA), it raises the same issues as submission 54(b). Please revert to submission 54(b) for summary.
284	Nicky Doran	<ul style="list-style-type: none"> • Objects to the planning of a road through St. Catherine's Park.
285	Seamus Carew	<ul style="list-style-type: none"> • The submission relates to various aspects of the Draft LAP. The submission raises the same issues as Submission 50(a). Please refer to 50(a) for summary.
286	Eimear Carew	<ul style="list-style-type: none"> • The submission relates to various aspects of the Draft LAP. The submission raises the same issues as Submission 50(a). Please refer to 50(a) for summary.
287	Mary Brennan	<ul style="list-style-type: none"> • The submission relates to Black Avenue KDA. This submission raises the same issues as submission 54(a). Please revert to submission 54(a) for summary.
288	Tony Devine	<ul style="list-style-type: none"> • Raises concerns with prospect of 350 houses being built on the Black Avenue an area within a protected Park. • Would generate 1,000 vehicles travelling through a cul-de-sac on a daily basis.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • This lane can barely cope with the current volume which includes HGVs associated with the water treatment plant and the Fire Service. • The current infrastructure cannot cope with such a development. • Adding over 3,000 housing units to Leixlip would result in dormitory facilities for people to travel/clog the roads around the town en route to Dublin. • Would like to see the town develop as a focal point all of its current residents. • Two rivers should feature in the plan i.e. the area on the opposite side of the Liffey at the Dispensary should be developed as an amenity complete with a footbridge. This would feature the Boathouse and the Dam with the area previously drained for the Dam opened up to the river again.
289	Anne Skelly	<ul style="list-style-type: none"> • Too many houses will destroy the lives of the aging population of Glendale.
290	Eileen & Pascal O'Kelly	<ul style="list-style-type: none"> • Objects to the LAP. • The Plan does not address any issues facing Leixlip.
291	Susan O'Reilly	<p>This submission raises concerns regarding the Confey Urban Design Framework and the Draft Area Plan for Leixlip.</p> <ul style="list-style-type: none"> • The draft LAP/ Confey Urban Design Framework will be highly detrimental for Leixlip and in particular Confey. • The quantity of houses is excessive compared to local need and demand; does not take into account the similar rapid growth being proposed for Celbridge and Maynooth. • Current infrastructure is under pressure already and will be impacted further by the Intel expansion. There is actually no plan of action for these issues. • Roads: Captain's Hill and the main street are already congested. Estates accessing Captain's Hill already have difficulty in getting out. The expansion on Cope Bridge would exacerbate this. The roads surrounding Confey are small and won't facilitate traffic associated with 3,000 new houses. • Rail: No immediate plans for capacity to be increased, Confey train station car park does not facilitate current car parking requirements, many park in the surrounding estates, in particular Glendale. The proposed park and ride facility is too far away, the proposed max. 50 spaces will only meet current user requirements and not the requirements of the new development.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Electricity: Power outages are not uncommon in Leixlip. • Water: The water system in Leixlip is struggling at present due to age and demand. Investment needed in order to accommodate new houses. • Sewage: The centre of Leixlip village is affected by odour. • Objects to the proposal to move Confey GAA clubs, the statement that it is underutilised is untrue. It is an integral part of the community. • Concerned that the protection afforded to St. Catherine's Park has been removed. • It should be reinstated through the reinsertion of the following objective '<i>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.</i>' • The proposed path through the centre of the bowl in Riverforest estate will divide the main recreational space of the whole estate in two smaller and poorly shaped spaces with pedestrians and cyclists going through the centre of it. This is not practical and will ruin the space which is extremely popular and used constantly by residents. The large green is also used by classes from Confey College and also for the community games. The proposed new layout would not be appropriate for these. • The proposed new developments will lead to significant destruction of hedgerows, trees and greenlands and the associated animal habitats. An environmental impact study has not been completed. • There is no swimming pool although one has been promised to Leixlip for the last 30 years.
292	Patrick Hogan	<p>Raises concerns regarding the LAP and Urban Design Framework:</p> <p>Introduction</p> <ul style="list-style-type: none"> • Planning representatives have not convinced people that they understand the pressure the area it is under from existing traffic and population issues along with the lack of upgraded infrastructure. • Captain's Hill/ Cope Bridge has not seen any infrastructural improvements in the past 30 years. • The proposal to build over 3,000 in the Leixlip area is not viable without impacting the lives of residents severely both from a commuting to work and social perspective. The proposal will increase the population of Leixlip by 27 %. (Over 20,000) with similar increases to Celbridge and Maynooth all using roads, public transport and facilities. • Despite some relief provided by N4, traffic in the village and Captain's Hill is back to its worst conditions in

Sub. No.	Name	Summary of Submission
		<p>the morning and evening commute time.</p> <p>Submission points</p> <ul style="list-style-type: none"> • There is no supporting infrastructure to provide appropriate community objectives and a right to proper access to work and recreation. • No decision on the strategic transport assessment for Confey has been made, therefore the LAP is defective. • Cope Bridge on Captain’s Hill will not support the increased traffic; any major alterations will cause disruption to residents. • The impact on water, sewage and traffic together with the expansion of Intel Plant are not addressed. • Water has been disrupted and sewage odour has been a problem in for the past ten years. • The scale of the plan for Leixlip is far too large given the existing topography of the town. This is further complicated with the proximity of Celbridge and Maynooth and the proposed development of these two towns also. • The proposal to move Confey GAA club grounds takes no account of the community and potential disruption. The grounds are not underutilised as stated, this reflects the lack of understanding in the area; this is unacceptable. The facility is not provided by County Council or Government but by the Confey Community. • The policy is to provide a minimum 3,315 new housing units in Leixlip is without any documented acceptable reasoning or demand to justify these decisions. • The plan proposes road and building/engineering work in the Leixlip area for possibly ten years. This activity in Confey and Captain’s Hill will present an unacceptable level of disruption to the community. • Rezoning land that won’t be developed within the lifetime of this LAP should not be agreed • The LAP fails to provide a Masterplan as directed by Ministerial order. • Key Development Areas that were removed from the last Local Area Plan by unanimously backed Material Alterations have been included again without any reasoned argument to support same. • Previous objective removed from Plan - '<i>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.</i>' the LAP is now proposing a road into the park to facilitate a major housing development at Black Avenue. This change is despite 1,021 submissions in 2017 regarding protection of St. Catherine’s Park from road development.

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		<ul style="list-style-type: none"> • Development will be achieved through infill and brownfield development rather than an over-reliance on greenfield, edge of town development; • Brownfield option at the HP site that should be used to resolve the current and future housing requirements of the town; • This site already also has access to the motorway system. • Deal with existing problems; • Required infrastructure upgrades in advance of any new development; • Shows total lack of appreciation of the current problems the town faces and disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments; • Plan does not adequately factor in the major expansion of Intel's impact on our existing transport infrastructure. • Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification. • The submission provides details on the current residential homes, current population and those currently using bus/rail and the planned increase in houses, forecasted population and projected to uses bus/rail. <table data-bbox="985 925 1612 1292"> <thead> <tr> <th colspan="2"><u>Current Residential Homes</u></th> <th><u>Planned Increase</u></th> </tr> </thead> <tbody> <tr> <td>Leixlip</td> <td>5219</td> <td>8534 (+3315) + 38%</td> </tr> <tr> <td>Celbridge</td> <td>6544</td> <td>9794 (+3250)</td> </tr> <tr> <td>Maynooth</td> <td>4674</td> <td>8216 (+3542)</td> </tr> <tr> <td>Total</td> <td>16,437</td> <td>26,554 (+10,107) 39%</td> </tr> </tbody> </table> <table data-bbox="985 1133 1612 1292"> <thead> <tr> <th colspan="2"><u>Currently using Bus/Rail</u></th> <th><u>Projected to use Bus/Rail</u></th> </tr> </thead> <tbody> <tr> <td>Leixlip</td> <td>1489</td> <td>2321 (+ 55%)</td> </tr> <tr> <td>Celbridge</td> <td>1457</td> <td>2071 (+ 42%)</td> </tr> <tr> <td>Maynooth</td> <td>1291</td> <td>1676 (+ 30%)</td> </tr> <tr> <td>Total</td> <td>4237</td> <td>6068 (+1831) +43%</td> </tr> </tbody> </table> • The impact on travel for residents will be substantial given that the public transport at the moment, during commuter high periods, is under severe pressure: 	<u>Current Residential Homes</u>		<u>Planned Increase</u>	Leixlip	5219	8534 (+3315) + 38%	Celbridge	6544	9794 (+3250)	Maynooth	4674	8216 (+3542)	Total	16,437	26,554 (+10,107) 39%	<u>Currently using Bus/Rail</u>		<u>Projected to use Bus/Rail</u>	Leixlip	1489	2321 (+ 55%)	Celbridge	1457	2071 (+ 42%)	Maynooth	1291	1676 (+ 30%)	Total	4237	6068 (+1831) +43%
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		<ul style="list-style-type: none"> • The combined new build will double the size of the residential areas in north Kildare. The numbers in the plan are very misleading in regard to the actual size of the development. • Limited capacity at the water treatment works. Improvement works earliest will take place is Q4 – 2022. • No ecological analysis has been completed on the effects of this LAP; • Proposed LAP is contrary to S8 which commits the council to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use. The LAP is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Leixlip; • The LAP proposes pedestrian/cycle routes throughout the town, design and scale are unknown • The submission states that the draft LAP only provides a preliminary design guide for the future development of lands. The requirement by ministerial order is to provide a master plan; • Ministerial decision 6th Mar 2018 - "The revised Draft Leixlip Local Area Plan shall be published not later than 6 months following the issuing of a Direction." Provided more than a year later – Breach of timeframe so the council are in fact operating ultra vires. • The submission objects to the encouraging a strong night time economy in Leixlip, residents wish to go to bed at night, Leixlip not Paris, no demand to turn Leixlip into the Temple Bar with antisocial behaviours; • Park and Ride: A max. 50 spaces is ridiculous and an area of at least 400 spaces would be required; • Currently train users are parking outside people’s homes in Glendale and other adjacent estates from early morning until late evening which is the source of ongoing inconvenience to the residents; • The KCC SEA Environmental Report indicates the LAP has potential significant negative effects on; local services and utilities- such as water supply and wastewater infrastructure and electricity demand; air quality, noise and climate- due to increased emissions & pollution; features of archaeological and architectural heritage; biodiversity, ecological, land and soil; the environment; human health & amenities. • Plan does not harmonise with or enhance the existing built and natural environment of Leixlip. • The draft LAP proposes phasing/sequencing programme to enable & ensure adequate infrastructure is provided alongside new development. The actual detail in the draft provides no assurance that this development will in fact take place in tandem with the required infrastructure being put in place;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Experience tells us that the housing development which is developer funded will be constructed and the new community will then have to fight for decades to get the required infrastructure to match the needs. This is unacceptable. • Any proposed compulsory purchase of residences adjacent to the Captain's Hill area is unjust and will encourage community resistance.
293	Cecilia Hogan	This submission raises issues regarding the LAP and Confey UDF; the points raised are the same as submission 292. Please revert to submission 292 for summary.
294(a)	St. Mary's Park Residents Association	<p>This submission raises issues in respect of Confey UDF, these are summarised as follows:</p> <ul style="list-style-type: none"> • Failure to deal with existing problems and provide the required infrastructure upgrades in advance of any new development shows total disregard for the current residents. • Existing services are already strained which is evidenced by regular power cuts, water outages due to water leaks and an ongoing stench from the sewage works. <p>Roads/Transport</p> <ul style="list-style-type: none"> • The railway station at Confey is over-stretched at peak times, and does not have the capacity to facilitate any extra passengers. • Additional traffic on the Captain's Hill would cause more major tailbacks at peak times; this would negatively impact on traffic flow through Main Street and the local road network in the Confey area. • The proposed two-pedestrian/cycle bridges at Glendale & River Forest will result in negative impacts on settled residential areas; result in loss of major green areas of importance to both estates. The overlooking of existing homes in close proximity to the bridges is also a serious issue for residents. • The park and ride facility area will not be close enough to the train station to encourage use. Currently train users are parking in Glendale and River Forest. There is no plan for a proper car park to serve the current users of the train. <p>Schools</p> <ul style="list-style-type: none"> • Is there a need for new schools – Confey College is currently facilitating students from Lucan and Celbridge. <p>Confey GAA Club</p> <ul style="list-style-type: none"> • The proposal to remove this Club is totally unacceptable. • To suggest that this Club now move further from the community that built it, to facilitate a community that

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		<p>has not even arrived yet, is totally inexcusable.</p> <p>Other</p> <ul style="list-style-type: none"> • The development will destroy a Strategic Open Space that forms part of the green corridor between Leixlip and Dunboyne. • Protected structures are part of this development with no plan as to how they will actually be protected. • It is unclear as to what is meant by "Encouraging a strong night time economy and presence of residents outside of work hours" Confey is a mature residential area with very little need for such night time activity. • Is it the intention to compulsory purchase the majority of one-off houses, <u>which are the homes of these families for generations?</u> • <u>Rather than enhancing and integrating with the existing, well established community of Confey, the proposed plan would build a new community, taking with it the services and sports club from the existing community of Confey.</u>
294(b)		<p>This submission relates to Black Avenue Key Development Area.</p> <ul style="list-style-type: none"> • The Black Avenue has always been considered as an amenity in itself and is an integral part of St. Catherine's Park. • The Mill Lane is the main entrance to the Fire Station. • The development of either of these roads to accommodate a housing estate would be detrimental to the amenities of the area and would cause further traffic chaos to an already overstretched main street in Leixlip. It would also put at serious risk the response times from the Fire Brigade. • It appears that this KDA was removed from a previous LAP but is now being reinstated. • The proposed development will destroy existing and developed hedgerows and trees, destroying most of the biodiversity of the area.
295	Karen Powell	<p>This submission raises issues regarding Celbridge Road East KDA.</p> <ul style="list-style-type: none"> • Objects to the demolition of the Demesne Gate lodge to facilitate the vehicular entrance. It forms part of the Leixlip castle demesne which is a protected structure. The proposal would be in direct contravention of Section 8 the legislation and guidelines regarding protected structures. • The access arrangements outlined are unsuitable for residential purposes.

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		<ul style="list-style-type: none"> • The workability of the junction at Celbridge Road is unclear. Currently, the land at the Wonderful Barn KDA will have vehicular access onto the Celbridge Road directly opposite the proposed vehicular access for the Leixlip demesne proposed development. • Bearing in mind that this junction will be attempting to operate in a restricted area. By restricted I mean that the position of this junction is at the foot of the traffic and pedestrian bridge which cannot be restructured to properly facilitate a junction of sufficient standard to meet the new traffic flow without considerable redevelopment and reconstruction at the foot of the bridge. • Both developments will increase the traffic on to this part of the road which has a restricted view. The National transport authority plan for a change in the bus services on Celbridge Road East, along with existing traffic, will access a blind junction leading to a massive increase in the possibility of accidents on a regular basis. • Leixlip Park for cyclists and pedestrians is without logic. • The access from KDA Celbridge Road East figure 12.2 shows a laneway from the proposed development blasting through the protected structure of the Leixlip Castle demesne wall in line with existing laneways in Leixlip park between 101 and 154 Leixlip Park and then between 118 and 119 Leixlip park. • These are not public walkways but rights of way to the private properties of Leixlip Park. The lane behind each house is the property of each resident along the back road. The laneway between 101 and 154 and 118 and 119 have served as the right of way for each resident. • As a right of way under current legislation is required to be so for 20 years, we have exceeded that because the right of way is in use for 50 years. Even when the legislation updates from 2021 requiring unregistered rights of way to be operating for 12 years we, again far exceed that. • The residents would be within rights to erect gates to protect the right of way from trespass therefore making the proposed wall destruction a waste of time as on accessing the lane from the proposed development would bring the stranger into a locked gate making Leixlip Park inaccessible. • Also this access is a health and safety issue by virtue of a resident driving to access the rear of their property or opens their own back gate a stranger could be seriously injured if they do not take care for the opening of gates and garage doors onto the lane. • There is also the issue of anti social behaviour on our private property namely the lane behind each

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		<p>residence. In the case of someone becoming injured in the lane, are we as the lane owners open to Maria Bailey-esque claims from all any stranger on the lane.</p> <ul style="list-style-type: none"> • The third proposed cycle and pedestrian entrance is on a bend which would raise safety concerns. • Consideration should be given to vehicles entering Leixlip Park and passing the access path while cyclists, with a limited view entering Leixlip Park and add the possibility of pedestrians also accessing the proposed pathway along with pedestrians passing the access through Leixlip Park. • This is far too dangerous a consideration during peak times. • Traffic issues on the Celbridge road will escalate through an increase in traffic. • Pedestrian movement and traffic calming should be considered. • Currently, during school start time, lunch time and school finishing times at Colaiste Ciaran, severe issues caused by parking along the Celbridge Road on both sides as far as Leixlip Park in one direction and Highfield Park on the other results in single lane 'giving way' by any cars travelling both ways on the Celbridge road. Add the Dublin bus service to this and the daily road is severely congested. • In reality, add potentially another 700 – 1,000 cars to this area and we are describing absolute chaos. Add to this, users of the service station needing access and clients of the retail premises requiring access can only draw the conclusion that the planners didn't consider this and presumed that this is a grand quiet secondary road without doing any research. • The proposal regarding access to Leixlip Village Pound Street is questionable. To allow access from a great height onto pound street appears to be at the rear car park at AIDI supermarket. Already this year after a run of extreme rainfall the land to the rear of Aldi began to slide into a corner of the car park and had to be closed to repair this. • Despite this being a new draft plan after the rejection of the previous one, no lessons have been learned. The plan is even more ill considered and as such should again be dropped.
296	John Nicholl	<p>This submission raises issues in respect of Movement & Transport and Black Avenue KDA.</p> <ul style="list-style-type: none"> • Highlights the potential impact the extra traffic generated will have on the free flow of traffic through the Main Street. • Black Avenue is the only access to the development which terminates at a sharp bend in the Main Street, just before the Salmon Leap Bridge. A single vehicle making a right turn from Main Street into Mill Lane can

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		<p>cause a significant tailback across the bridge and towards the N4 at rush hour.</p> <ul style="list-style-type: none"> • The proposed development of approximately 300 housing units would generate a potential 300 + extra vehicles making this turn every day at rush hour. • The potential for traffic congestion and tailbacks to the N4 at Lucan, Captain's Hill and westwards to Station Road and the Intel Plant at Collinstown is serious and significant. • The junction will become a major bottleneck far in excess of the current level of congestion it causes. • It is the ONLY access to this area, which also serves the local Fire Service station on Mill Lane, with potential to seriously delay and disrupt the response times of the emergency services. • The Black Avenue itself is an amenity area for local people accessing St. Catherine's Park and is unsuitable for widening to provide a vehicle access road to the proposed development due to the nature of the terrain along its route.
297(a)	Sean McGlynn	<ul style="list-style-type: none"> • The submission relates to Black Avenue KDA. This submission raises the same issues as submission 54(a). Please revert to submission 54(a) for summary.
297(b)		<ul style="list-style-type: none"> • The submission relates to Confey UDF. This submission raises the same issues as submission 50(b). Please revert to submission 50(b) for summary.
297(c)		<ul style="list-style-type: none"> • The submission relates to Celbridge Road East KDA. This submission raises the same issues as submission 54(b). Please revert to submission 54(b) for summary.
297(d)		<ul style="list-style-type: none"> • The submission relates several issues in respect of the LAP. This submission raises the same issues as submission 50(a). Please revert to submission 50(a) for summary.
298(a)	Declan Fortune	<ul style="list-style-type: none"> • The submission relates several issues in respect of the LAP. This submission raises the same issues as submission 50(a). Please revert to submission 50(a) for summary.
298(b)		<ul style="list-style-type: none"> • The submission relates to Black Avenue KDA. This submission raises the same issues as submission 54(a). Please revert to submission 54(a) for summary.
299	Sinead Brooks	<ul style="list-style-type: none"> • The submission relates to various aspects of the Draft LAP. The submission raises the same issues as Submission 198. Please refer to 198 for summary.
300(a)	Brian McArdle	<p>KDA Confey</p> <ul style="list-style-type: none"> • Pleased to note the pedestrian and cycle permeability in each KDA development plan, linking with existing

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		<p>estates and routes.</p> <ul style="list-style-type: none"> • The intent to build a residential estate with the boundaries of St. Catherine's Park is baffling. Reducing existing green space by replacing it with housing is not a sustainable path of development. • The Black Avenue KDA must be removed and never considered again.
300(b)	Brian McArdle	<p>Natural Heritage, Green Infrastructure</p> <ul style="list-style-type: none"> • This should be the first section given the Climate and Biodiversity Emergency. • Cautions the importance of finding a balance between implementing OS1, and having wild open space for natural habitats as well as general play area for exploration. • Not all play must take place in playgrounds - meadows of long grass are perfect for many games. • Notes that while St. Catherine's Park is mentioned in GI1.6 with regard to its trees, there does not seem to be any general protection afforded to it.
300(c)	Brian McArdle	<ul style="list-style-type: none"> • Delighted to see Built Heritage & Archaeology included in the LAP.
300(d)	Brian McArdle	<p>Movement and Transport</p> <ul style="list-style-type: none"> • MT3.9 refers to the Design Manual for Urban Roads and Streets (DMURS), and yet it is not mentioned in any of the MT1.x objectives. There is not a single piece of cycling infrastructure in Leixlip that complies fully with DMURS. • MT1.2 must be a priority with the aim of encouraging daily cycling for destinations within Leixlip for residents. Well-designed cycle infrastructure that is not mixed in with fast-moving car traffic or travelling through badly designed junctions that create risks and danger for all road users must be provided. • Adding capacity to the road network will only ever reduce congestion temporarily, given the principle of induced demand. • Investment in public transport is the only permanent and sensible solution; not adding parking capacity is insanity. • MT4 should be rejected vehemently.
300(e)	Brian McArdle	<p>Enterprise, Economic Development</p> <ul style="list-style-type: none"> • The tourism potential of the area has been vastly over-looked or under-utilised. • The Wonderful Barn and the Leixlip Spa are both exceptional relics, and yet rather underdeveloped.

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		<ul style="list-style-type: none"> The Wonderful Barn with its surrounding lands could support a more brisk trade, endorses EDT3.9, EDT3.10 and EDT3.13.
300(f)	Brian McArdle	<p>Urban Centre and Retailing</p> <ul style="list-style-type: none"> The draft LAP is overall a pleasing document in format and structure, and much of the content is positive and progressive. Concerned that it facilitates and encourages private car traffic in many areas, which surely can only contribute to the Kildare Climate and Biodiversity Emergency. Measures that encourage active travel and facilitate improved public transport should be encouraged. Pleased to note policy: 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. Disappointed that section 5.1: <i>"this LAP identifies a key opportunity/regeneration site to the north of Main Street capable of ...providing for additional parking within the town centre."</i> The problem has been mis-identified in section 5.1: <i>"Limited parking and congestion are also issues that deter the town centre from maximising its potential."</i> More parking entices more people to drive into the village and causes issues. This contradicts objective UCR1.4 In order to create a more welcoming environment for shoppers, additional traffic calming measures should be adopted and parking should be further limited. Given that Kildare Co. Co. have recently declared a Climate and Biodiversity Emergency, the brakes must be put on private car traffic growth. Providing a new public town centre car park (REG 1.5) is a retrograde step. The amount of disabled access spaces should be increased among existing spaces, and no additional stock added. If a new car park must be added, let Arthur Guinness Square be a permanent pedestrian facility. Notes the plans for Ralph's Square in UCR3.6 and Section 5.5.3, which has lately been an eyesore on the Main Street.
301	Mark Ryan	<p>This submission raises various issues in relation to the Draft LAP and Confey UDF, these are summarised below:</p> <ul style="list-style-type: none"> Needs to be properly planned with consideration given to both the existing community and the new community.

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		<ul style="list-style-type: none"> • Infrastructure needs to be developed. • Captain's Hill and Main Street is already congested. • The street has many unused stores because of the lack of access to parking. • The new development at Intel also brings problems due to the increased volumes of traffic. • Access to the N4 is already restricted with traffic volumes increasing coming from Celbridge and Maynooth, • Peak trains, buses are already full coming into the village; this should be addressed before further development. • The widening Cope Bridge this will involve compulsory purchase orders on the local residents and most likely on Glendale green area and Confey GAA. • Confey GAA is not underutilised, it is a young club 30 years old build in a convenient location for its community and consideration should be given to providing more lands in order to maintain its presence in the heart of the new development. • St. Catherine's Park should be protected for the residents. • Existing facilities infrastructure will not cope with the additional development • This plan is developer-led, with the houses being built before a proper infrastructure has been developed. Develop the infrastructure, build the roads, upgrade the water and sewerage facilities, electrify the train, build swimming pools, housing for the elderly, childcare facilities etc.
302(a)	Gerry Colton	<p>This Submission raises issues in respect of the Confey Urban Design Framework (UDF) and LAP for Leixlip.</p> <ul style="list-style-type: none"> • It is a surprise that a UDF and LAP have been created when the Minister directed the Council to prepare a Master Plan for the area and within a 6 month timescale • Dismayed at the contents of the UDF and the LAP. • The focus on the development of land and the building of an excessive number of houses is Developer lead. • Strong emphasis on 'building densities' that are written and represented in such a way as to encourage 'creep' and 'stealth' to be used by developers, and other financially vested individuals or groups, as underhanded tactics to increase the overall unit numbers. • The only real certainty with the plans is the minimum number of units to be built. • The rest of the plan has no firm commitments in terms of commitment, finance, resources and timescales.

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		<p>Confey UDF KDA</p> <ul style="list-style-type: none"> • House numbers for this area are excessive, the scale and height is totally out of character for the landscape. • The idea that the Rail Line warrants this level of development is nonsense. • The development will cause traffic construction. • The outlined pedestrian / cycle links into Riverforest and Glendale Meadows are not required and are likely to contribute to anti-social and criminal activity in existing and new areas. (NB: No mention in any documents about additional policing for Leixlip). • No infrastructure/services capacity. • Not convinced that the 'rail line' will serve the majority of the needs of residents in the new / existing areas leading to serious delays and access / egress issues along Captain's Hill and further contributing to the already very high traffic levels on the M4 East. • The proposed 'night time economy and street presence outside of work hours' will not be welcome by the vast majority of residents. • I am disappointed to see that the plan includes the re-location of (the 'underutilised'???) Confey GAA to a new area in the new development. Would be better serve both communities and remain central for both new and existing residents. <p>Black Avenue KDA</p> <ul style="list-style-type: none"> • Previous planning / housing applications for land in this area were rejected. • Nothing has changed. • Will result in adverse affects on the residents of Mill Lane and Castle Park. • This is an attempt by KCC to use St. Catherine's Park as a conduit to develop houses in farmland that is land-locked (this is against the quite recent, and unanimous vote in KCC that it should remain a 'protected' resource and free from road development). • The destruction of existing access to the Park along the destruction of trees, flora, fauna, hedgerows and animal habitats would be nothing short of a disgrace. <p>Celbridge Road East KDA</p> <ul style="list-style-type: none"> • This is an area that was subject to the request by Minister English for a Master Plan for Leixlip

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		<ul style="list-style-type: none"> • This proposal, will add to the traffic problems through Leixlip village and towards the Celbridge Road. • Will add to existing levels of noise and air pollution, reference is made to the latest EPA findings around increasing levels of Nitrogen Dioxide being caused by Cars and the health problems. • Proceeding with the development is likely to encourage future housing stock. Given the ‘developer’ lead thrust of these plans it is unlikely to be properly challenged by the ‘decision makers’ who no doubt will be seriously lobbied by groups and individuals that only have a short-term commercial interest and no long-term commitment to Leixlip. • The Leixlip Demesne is a historically important site for Leixlip. It would be preferable that sections of it be developed as a parkland that could be enjoyed and promoted as an amenity in our Town. <p>Conclusion</p> <ul style="list-style-type: none"> • All KDAs are ‘deliberately vague’ with indicative numbers of Housing Units, Apartment Block heights, land reserved for ‘future use’ and the provision of supporting infrastructure, amenities and services. Existing families will bear the brunt for years to come of even a reduced version of the Plans. • Just building houses will not develop a sense of community. Areas of Dublin have had similar plans implemented and have ended up with massive ‘anti-social’ and problems of crime. • These are plans drawn up with the narrow focus of meeting the requirements of Developers. • The LAP / UDR is excessive in terms of the housing numbers for all KDAs. It does not properly deal with concerns and integration with the existing population. • The overall House numbers and density need to be substantially reduced with some elements, e.g. Black Lane and pedestrian links to Riverforest / Glendale Meadows, removed completely. • We also need what was requested by Minister English which is a Masterplan for Leixlip • ‘Enhance not Destroy’
302(b)	Gerry Colton	<p>This submission relates to ‘supporting documentation’ of submission 302(a) above and includes the following parts:</p> <ul style="list-style-type: none"> • The submission relates several issues in respect of the Confey GAA. The issues raised are the same issues as Submission 147. Please revert to submission 147 for summary. • A series of concerns in respect of the Confey GAA. The issues raised are the same issues as Submission 50 (b). Please refer to Submission 50 (b) for summary.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • A series of concerns in respect of the Black Avenue KDA. The issues raised are the same issues as Submission 54 (a). Please refer to Submission 54 (a) for summary. • A series of concerns in respect of the Celbridge Road East. The issues raised are the same issues as Submission 54(b). Please refer to Submission 54 (b) for summary.
303(a)	Orla Murphy	The submission relates to Black Avenue KDA. This submission raises the same issues as submission 54(a). Please revert to submission 54(a) for summary.
303(b)		The submission relates several issues in respect of the LAP. This submission raises the same issues as submission 50(a). Please revert to submission 50(a) for summary.
304(a)	Martin Tara	The submission relates to Black Avenue KDA. This submission raises the same issues as submission 54(a). Please revert to submission 54(a) for summary.
304(b)		The submission relates to Celbridge Road East KDA. This submission raises the same issues as submission 54(b). Please revert to submission 54(b) for summary.
304(c)		The submission relates several issues in respect of the LAP. This submission raises the same issues as submission 50(a). Please revert to submission 50(a) for summary.
305	Brian Gillespie	<ul style="list-style-type: none"> • Objects to the proposed housing developments outlined in the LAP. • The amount quoted is well beyond what the area can absorb. • It makes no mention of the schools that will be needed. • Leixlip is already heavily congested with traffic and commuters. • The infrastructure is not in place. • Quite simply the plan is not sustainable and it is eerily reminiscent of the botched developments of the 70's where areas like Tallaght took decades to recover from. • Asks the council to push back against the unsustainable figures being proposed.
306	Catherine Gately	<ul style="list-style-type: none"> • The submission relates several issues in respect of the Confey GAA. This submission raises the same issues as submission 147. Please revert to submission 147 for summary.
307	Frank O'Neill	<ul style="list-style-type: none"> • The submission relates several issues in respect of the Confey GAA. This submission raises the same issues as submission 147. Please revert to submission 147 for summary.
308	Mary O'Neill	<ul style="list-style-type: none"> • The submission relates several issues in respect of the Confey GAA. This submission raises the same issues

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		as submission 147. Please revert to submission 147 for summary.
309	Teresa Cassidy	<ul style="list-style-type: none"> • Objects to the clause being removed from St. Catherine’s Park or any road or development going through or over it.
310	John O’Neill	<ul style="list-style-type: none"> • The submission relates several issues in respect of the Confey GAA. This submission raises the same issues as submission 147. Please revert to submission 147 for summary.
311	Maitiu O’Neill	This submission relates to Confey Urban Design Framework. The submission raises the same issues as Submission 147. Please refer to Submission 147 for summary.
312	Seamus O’Neill	This submission relates to Confey Urban Design Framework. The submission raises the same issues as Submission 147. Please refer to Submission 147for summary.
313	Alan Devine	<p>Disagree with building houses on Black Avenue;</p> <ul style="list-style-type: none"> • Permission rightly refused in the 90s; • Concern over traffic implications – conflict with Fire Service and already conflict with tankers from wastewater treatment plant; • Cannot understand how anybody would see it morally right to hand the entrance of St. Catherine’s Park (which actually starts at the gateway beside the fire station) to a private developer considering the entire 200 acres approximately was bought by the government in the late 90s to be used as a park for the people.
314	Shay & Antoinette Kirk	<ul style="list-style-type: none"> • Ministerial Direction stated revised Plan in six months, this is over a year later question the legal status of the Plan; <p>National Planning Framework</p> <ul style="list-style-type: none"> • Growth should be achieved through infill and brownfield development rather than an over-reliance on greenfield, edge of town development; • Plan does the opposite; <p>Metropolitan Area Strategic Plan</p> <ul style="list-style-type: none"> • 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; • Already severe pressure on the train service; • Electrification of this line would have to be completed in advance of the development of the Confey KDA;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Need to be well in excess of the 50 parking spaces proposed in the LAP at the station. <p>Core Strategy of the Kildare County Development Plan - Objectives</p> <ul style="list-style-type: none"> • S6 - To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure – existing infrastructure can barely meet with current demands; • 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 - LAP is in fact threatening or destroying natural heritage, high quality amenity areas and other green spaces throughout Leixlip especially by the proposed development the Black Avenue and its impact on St. Catherine’s Park. <p>Movement and Transport</p> <ul style="list-style-type: none"> • Even with increasing capacity at Cope Bridge the increase in housing will have negative traffic implications; • A link road from Confey (MT3.3) through St. Catherine’s Public Park and Liffey Valley (a pNHA) is totally unacceptable. <p>Tourism</p> <ul style="list-style-type: none"> • Objective to promote the Wonderful Barn as an integrated tourism and amenity destination is welcome – concerned over when; • The submission suggest the vacant building which commemorates William Roantree could be established immediately as a Tourist Information/Heritage office – town centre more appropriate location; • Suggest an objective on tourism in St. Catherine’s Park. <p>Parking</p> <ul style="list-style-type: none"> • On-street parking outside the Bank of Ireland on Captain’s Hill should be reorganised or removed as it causes traffic congestion when cars attempt to park and reverse out – suggest to be used for bicycle parking. <p>Built Heritage and Archaeology</p> <ul style="list-style-type: none"> • Kildare County Council’s performance in maintaining and promoting the local built heritage and archaeology is very poor; • Reference is made to poor performance in dealing with the Wonderful Barn, the Spa and Romanesque Baths and St. Catherine’s Park;

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		<ul style="list-style-type: none"> • Council agreed a to fund a Sensory Garden in the Park to the value of €50,000 it is not even mentioned in the LAP; • An Objective for the conservation of Confey graveyard should be included in the LAP. <p>Childcare</p> <ul style="list-style-type: none"> • One facility providing a minimum of 20 childcare places would be insufficient given the projected population increases; • Location of Primary Care Centre in Collinstown not suitable, somewhere closer to the town centre. <p>Additional Facilities</p> <ul style="list-style-type: none"> • A swimming pool; • The Sensory Garden in St. Catherine’s Park; • A Civic Building/ Theatre; • Proper maintenance and investment in Park and Green Spaces. <p>Infrastructure and Environmental Services</p> <ul style="list-style-type: none"> • Link road from Confey to Junction 5 on the M4 as referred to in the Phasing Matrix of the Leixlip Strategic Transportation Assessment through St. Catherine’s Public Park and Liffey Valley (a pNHA) is contrary to NH7 and NH10 of CDP and Objective I5.2 of LAP. <p>North Main Street Backlands Regeneration</p> <ul style="list-style-type: none"> • Rename and provide sufficient car-parking. <p>Natural Heritage, Green Infrastructure & Strategic Open Spaces</p> <ul style="list-style-type: none"> • LAP lists 6 Natural Heritage Objectives only one action concerning bat roosts, which reflects the whole attitude of Kildare county Council to the Leixlip- high on aspiration low on delivery; • Queries the removal of the previous objective that no road proposal through St. Catherine’s Park. <p>Green Infrastructure</p> <ul style="list-style-type: none"> • Concerned over destroying habitats by building directly adjacent to St. Catherine’s Park or putting a road through it – contrary to objectives on protecting Local Biodiversity Areas; • The LAP proposes housing developments in locations which would impact negatively on these green open spaces. – contrary to GI 1, GI 1.2 and GI 1.6;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • In relation to Black Avenue KDA use the site to expand the park, is there a demand for houses facing a treatment plant. <p>Confey Urban Design Framework (UDF)</p> <ul style="list-style-type: none"> • Concern over masterplan being prepared by a developer, was it not agreed that the LAP should contain a masterplan; • Relocation of Confey GAA shows lack of understanding of how to create a sense of community; • Will need to drive kids to use the pitches; • Requests that the UDF be amended. <p>A Strategic Context/I Landscape- Addendum</p> <ul style="list-style-type: none"> • The submission highlights conflict between the Strategic Context and Paragraph I Landscape in the CDP; • Concerns over the height proposes for Confey and should reflect the existing height; • Urban setting with a city feel. <p>Place Making</p> <ul style="list-style-type: none"> • Not clear what is meant by “a strong night time economy” and should be clarified; • Park and Green Corridors in the UDF admiral however concerned over maintenance as St. Catherine’s Park neglected; • not sufficient for Planners to simply divide the required housing equally between the number of towns in the area without carrying out an assessment as to whether the towns have the capacity and necessary infrastructure required to meet the demand; • Suggests a new town should be considered. <p>Traffic</p> <ul style="list-style-type: none"> • Aware of a recent TII report which identifies 11 possible routes linking the M3 to the M4 and 4 of which are shown crossing St. Catherine’s Park which is totally unacceptable. <p>Celbridge Road East KDA</p> <ul style="list-style-type: none"> • Council/State should seek to acquire Leixlip Castle and Demesne as it would be a major tourist attraction and may be the only hope for the future of Leixlip town; • Boost tourism in Leixlip and help to regenerate the town centre area which has become very dilapidated in

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		<p>recent years. It would also act as a focal point for the dispersed communities of Leixlip- both existing and proposed.</p>
315	Jennifer Minnogue	<ul style="list-style-type: none"> • Publishing the LAP after the local elections appears very underhand; • KDA for Confey is reminiscent of the greedy, short sighted planning that ruined this country for the past decade; • Building dense housing area with no infrastructure in place and hoping on a wing and a prayer that Dublin Bus and Irish Rail will upgrade services; • Needs to be undertaken by planners who have actually visited Leixlip - the planners I met at the open evening in the library had not set foot in Leixlip before that evening; • Concerned over the potential widening of Captain’s Hill and road safety; • Proposed new KDA at Confey ignores Objective MT3.8 to ensure that any significant new development takes place in proximity to public transport routes and can be adequately served by the road network; • The fact that St. Catherine's Park is not explicitly excluded as potential road access is very worrying; • No Traffic Impact Assessments (TIA) has been completed for this KDA; • Solve a housing issue in Dublin; • Breach of timeframe for Ministerial Direction; • Proposed development is contrary to S6 – “To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure”; • Existing water, waste & power supply which is aging and faulty are unable to support developments of this scale. The towns infrastructure is already strained; • The Strategic Transport Assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire Local Area Plan.
316	Jenna Plant	<ul style="list-style-type: none"> • The submission object to housing on Black Avenue; • Lands in question to be built on belong to a development company that tried the same thing back in the early 90s. Permission was rightly refused; • Mill Lane is a small residential area - one way in and one way out;

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		<ul style="list-style-type: none"> • Concerned over traffic considering there is already existing issues; • Cannot understand how anybody would see it morally right to hand the entrance of St. Catherine’s Park(which actually starts at the gateway beside the fire station) to a private developer considering the entire 200 acres approximately was bought by the government in the late 90s to be used as a park for the people; • Not anti-development by any means need to consider what is granted permission.
317	Ronan O’Beirne	<ul style="list-style-type: none"> • Leixlip is a village with the population of a large town; • Based on the likely population growth from the developments described in the Local Area Plan, Leixlip will become the 11th or 12th largest town in Ireland; • Not a Plan, a plan needs to outline timescales, and at a minimum, dependencies – i.e. “A needs to happen before B, B needs to happen before C, etc.; • No assurances that required infrastructure and other facilities will be put in place before any new houses are built; • Leixlip Village is not thriving despite such a large current population; • The railway station car parks in Leixlip are occupied beyond capacity (Confey) and approaching capacity (Louisa Bridge); • Leixlip Louisa Bridge car park being used by developer contractors as it was significantly more convenient than the Park & Ride arranged by Intel in Co Meath; • Imperative that Intel contractors are not permitted to use this car park during future expansion of Intel; • You must make it easy and enjoyable for people to avail of public transport. • population growth needs to be discussed with Dublin Bus; • Concern over access to facilities such as motor tax and late night pharmacy and K-DOC; • There is one playground, a small playground for only small-ish children in all of Leixlip; • Grass verges have not been cut; • Town centre is deteriorating; • Concerned over access to schools, childcare, odour from sewage, water supply, • A detailed ecological study should be conducted before any further development is authorised; • Not to permit the opening up of existing housing developments into new developments. At a minimum, this

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		<p>has two significant impacts: it enables anti-social behaviour, and depletes existing hedgerows as mentioned above – notes national policy but goes against An Garda Síochana;</p> <ul style="list-style-type: none"> • detailed environmental impact assessment needs to be conducted; • Flooding from GAA grounds to Rinawade; • Further development of Intel is to be encouraged and I would encourage the continued use and expansion of the legacy HP site for similar commercial / industrial purposes; • commercial premises in the town be protected and be expanded on; • There is no provision for new roads in the Plan. In particular, any number of additional houses built in Confey will cause significant congestion on Captain’s Hill; • A town the size of Leixlip needs leisure facilities – theatre, art centre, to include for parking provision, overturn decision for Maynooth to get a swimming pool; • Houses should have sufficient parking based on current and future car ownership projections. • St. Catherine’s Park needs to be protected and developed as a recreation area for the good of all current and future residents of Leixlip. It would be another disservice to us and future generations to build a road through or over the last remaining green space between North Kildare and Co Dublin. • protection should be given to maintaining the green space currently occupied by Weston Airport, • has Weston Airport management been consulted in relation to this Plan to ensure that houses will not built under flight paths and runway circuits • Level of development that will convert it to the sixth largest town in Ireland after the five cities. Leixlip is not Kilkenny yet will have a population equivalent to it, Ireland’s sixth city.
318 (a)	Mary McGlynn	This submission relates to Black Avenue KDA. The submission raises the same issues as Submission 54 (a). Please refer to Submission 54 (a) for summary.
318 (b)		This submission relates to Confey Urban Design Framework KDA. The submission raises the same issues as Submission 50 (b). Please refer to Submission 50 (b) for summary.
318 (c)		This submission relates to Celbridge Road East KDA. The submission raises the same issues as Submission 54 (b). Please refer to Submission 54 (b) for summary.
318		This submission relates to various aspects of the Draft Leixlip LAP. The submission raises the same issues as

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(d)		Submission 50 (a). Please refer to Submission 50 (a) for summary.
319	Sinead Ganley	This submission relates to Confey Urban Design Framework. The submission raises the same issues as Submission 147. Please refer to Submission 147 for summary.
320	Mary Noonan	<ul style="list-style-type: none"> • Object to the proposed developments that have been outlined in the LAP especially for Confey; • Grown from a sleepy village to "town status", and its population has grown with it, but the developers at the time took into account the need for proper infrastructure in line with the housing expansion; • Road network, water, sewage system and electricity supplies as they are now cannot cope, upgrading is needed; • As a community we have made Confey and Leixlip a wonderful place to live and work while at the same time keeping community spirit alive and giving time to people; • Please think carefully when you make decisions that may impact on the lives of people.
321	Lynn Sterio	This submission relates to Confey Urban Design Framework. The submission raises the same issues as Submission 147. Please refer to Submission 147 for summary.
322	Danny Ormond	This submission relates to Confey Urban Design Framework. The submission raises the same issues as Submission 147. Please refer to Submission 147 for summary.
323	Rose Walsh	<ul style="list-style-type: none"> • No masterplan for this area as promised; • Proposed 1,340 residential units in Confey concern over density rising; • Need new houses but not on this scale, in an area with country roads, no access to motorways; • major problems with traffic in this area; • Widening cope bridge will not cure the traffic problem; • Concern over existing traffic situation from Captain's hill; • Catherine's Park is a great amenity plan for a road through it would be a disaster. • Scale of proposed plan will have a negative impact on existing community in terms of pollution/noise/flooding /traffic/access; • Do not agree with night time activity in a residential area. • Prefer to see primary care units centrally located in village and car parking beside village to encourage business to town;

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		<ul style="list-style-type: none"> • Agree with idea of more cycle paths, walk areas, local park and ride facilities but 50 is not enough; • Not sure about the merits of moving GAA to new area.
324	Lorraine Mullen	<ul style="list-style-type: none"> • Sad and disappointed to see the development going into Black Avenue; • Sad to see a local park like St. Catherine's Park being reduced in size as in the plans; • Green space significantly decreased over the years and there really just isn't right; • With all the housing being built the Park should be developed as a recreational hub rather than a residential area; • In the interest of not only the local people's physical health and mental health to keep St. Catherine's park but also if we can encourage more people go to our local park rather than having to drive to find one, it will be good for the environment too.
325	Gavin Devine	<ul style="list-style-type: none"> • Building 350 houses in Black Avenue would seriously affect the traffic flow in Mill Lane which is a cul de sac; • Concern raised over multiple uses and impact on Fire Station; • Entrance to St. Catherine's Park actually starts at the gates beside the fire station so I'm not sure why the KCC are considering to hand this over to a private developer to use as an entrance to this development.
326	Lauren Devine	<ul style="list-style-type: none"> • To suggest building houses up in Black Avenue would be a disaster; • Reasons detailed in the submission are the traffic impact, considering existing the issues exist, previous refusals in the 90s, changes have not been for the better since the 90s; • 350-500 extra cars in a cul-de-sac is nothing short of crazy. • The submission questions why a developer would be given the entrance to St. Catherine's Park as entrance to housing estate.
327	Joseph Finn	<ul style="list-style-type: none"> • Black Avenue is part of St. Catherine's Park; • Builder retained these lands surrounding the Leixlip Manor in the 90s in the hope to build on and use Mill Lane to exit; • Mill Lane structurally hasn't changed in over 150 years, a cul-de-sac and congested area at best of times so it should not be considered to allow an extra 350/ 500 cars enter and exit daily to benefit a private developer.
328	Sean Coyle	<p>This submission relates to Confey Urban Design Framework. The submission raises the same issues as Submission 147. Please refer to Submission 147 for summary.</p>

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329	Nessa Jane Boland	<ul style="list-style-type: none"> • Building 350 houses in Black Avenue would seriously affect the traffic flow in Mill Lane which is a cul-de-sac; • Concern raised over multiple uses already and impact on Fire Station; • Entrance to St. Catherine's Park actually starts at the gates beside the fire station so I'm not sure why the KCC are considering to hand this over to a private developer to use as an entrance to this development.
330	Carl & Ciara Crehan	<p>Scale of Expansion</p> <ul style="list-style-type: none"> • Decision to allocate over 10% of Kildare's growth in housing to Leixlip without due consideration of the infrastructural needs and geographical constrictions of the town is a significant failing on the part of the Council; • 30% of the growth needs of the county over this period are being shoe-horned into Maynooth-Leixlip-Celbridge area; • Considering the towns' close proximity to one another and the shared resources in terms of major roads and public transport routes this is inappropriate over-development without the commensurate investment in schools, roads, water infrastructure and local amenities; • Building houses first and hoping the infrastructure follows should be strongly resisted by the Council. <p>Schools</p> <ul style="list-style-type: none"> • An increase in the number of children seeking school places would result in significant strains on the existing facilities; • Local schools may have sufficient capacity for existing demand but not when the intention is to increase the population of the town so dramatically; • An additional post-primary school or the expansion of Colaiste Chiarain would be required to meet the likely additional demand; • By the end of the LAP it is envisaged that the population of Leixlip will have grown in excess of 65% and the noted inclusion of two primary and one post-primary school to meet this need is wholly inadequate; • Development should be limited in scale until sufficient Educational capacity is made available. <p>Public Transport</p> <ul style="list-style-type: none"> • 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 – aspirational rather than supported by concrete measures.

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		<p>Trains</p> <ul style="list-style-type: none"> • LAP fails to consider the existing capacity constraints on the rail network and the existing issues of over-crowding on the trains at peak hours; • DART electrification has long been promised but the plans to implement are likely to be deferred again due to competing needs across the network – maybe at end of LAP period; • Council are proposing to overload an already inadequate service over the next 7 years; • Electrification does not necessarily equate to greater capacity or improved frequency of the service; • Park and ride facilities at Louisa Bridge barely meet existing commuter needs and there appear to be no plans to enhance these further. <p>Buses</p> <ul style="list-style-type: none"> • Insufficient consideration of the bus network and the ability to meet the commuting needs at peak times; • Bus service will see a significant increase in demand but is unlikely to be in a position to meet it without significant investment. <p>Road Traffic</p> <ul style="list-style-type: none"> • A comprehensive traffic management plan is urgently required to consider the impacts of the proposed developments on the community; • Existing road network is under significant pressure and is not fit for purpose; • Significant public transport deficit for Leixlip, Maynooth, Kilcock, and Celbridge will increase the number of commuters utilising their cars and merging onto the M4 to go to work. <p>Water Infrastructure</p> <ul style="list-style-type: none"> • Water infrastructure, after planned investment by Irish Water, will be insufficient to address the needs of the expanded community; • Zoning and development of lands must be phased in line with the capacity of supporting infrastructure such as water supply and wastewater. <p>Confey Re-zoning</p> <ul style="list-style-type: none"> • These lands should not be re-zoned without a sufficiently detailed Masterplan; • Imperative that a masterplan is put in place, with sufficient opportunity given to public consultation in

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		<p>advance, to guide the significant quantity of lands being rezoned to ensure the delivery of key infrastructure and community services subject to a schedule of phasing.</p> <p>Leixlip Castle Demesne</p> <ul style="list-style-type: none"> • Leixlip Castle Demesne should not be re-zoned residential. To allow developments at both the Wonderful Barn and on Leixlip Demesne would run counter to the strategic aims regarding Leixlip’s heritage; • Leixlip Demesne should be zoned for recreational use; • There is existing traffic issues; • Scale of Wonderful Barn KDA proposed and the noted congestion through Leixlip village an additional exit from the M4 should be separately proposed at the Celbridge Road. <p>Social Housing</p> <ul style="list-style-type: none"> • Inadequate consideration of the need for social housing within the overall plan. The Local Area Plan should ensure sufficient stock of social housing is provided for the Leixlip community. <p>Social Infrastructure</p> <ul style="list-style-type: none"> • LAP is silent on the community’s continuing need for a public swimming pool. The omission of such facilities in the planning of a Large Growth Town is a retrograde step. It should be a priority of the council to deliver the social infrastructure expected within a town of 20,000+ residents; • The LAP acknowledges that the playground facilities at the Leixlip Amenities centre are inadequate for a town the size of Leixlip. The council should look to ensure sufficient public facilities are available to all and not just within the confines of newly developed residential estates; • A large community playground should be considered as part of the expansion of the amenities at the Wonderful Barn.
331	Bobby Harpur	<p>This submission relates to various aspects of the Draft Leixlip LAP. The submission raises the same issues as Submission 50 (a) with the exemption of a number of points. Please refer to Submission 50 (a) for summary and the additional points are summarised below.</p> <ul style="list-style-type: none"> • Reference is made to SIA report which stated “the public questionnaires responded to as part of this study, indicated that the use of arts & culture facilities was low with 65% of those indicating rare or no use of facilities within the town and only 10% indicating ‘frequent’ use. The use of such facilities outside

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		<p>the town was greater with 58% of respondents stating ‘occasional’ and ‘frequent’ use of facilities outside of the town. Despite that low usage, respondents did indicate general satisfaction with the type and location of arts and culture facilities that were available both within and outside Leixlip.”</p> <ul style="list-style-type: none"> • The submission states that this is hugely disappointing, as it doesn’t come remotely close to the reality; • Seriously question the value of this document based on the result of this one area; • cursory trawl of the web, identified over 25 such groups in the area including All Ireland/National winners in both Musical Theatre and Drama in recent years not given so much as a mention in the report; • The submission is made by the owner of one of the 4 facilities mentioned in the report and never received a questionnaire; • The Draft LAP makes no specific provision for a Theatre space to cater for the 25+ performing and artistic groups or their audiences in Leixlip.
332	Shannon Smith	<ul style="list-style-type: none"> • Traffic congestion and safety of wildlife.
333	Deirdre Cleary	<ul style="list-style-type: none"> • Appealing that Confey is not zoned; • Scale of new housing would constitute a new community in Confey; • Road infrastructure not capable of dealing with such large amounts of traffic, even with new road infrastructure; • Traffic congestion already on N4; • Leixlip village and the Captain’s Hill would not be able to accommodate such an increase in traffic; • Concern over traffic safety of children; • Development will remove trees, hedgerows and fields in the Confey area, which is contrary to the Kildare County Council’s own policies; • This plan does not harmonise with or enhance the existing built and natural environment of Confey; • Plan does not provide conservation plans re Confey graveyard and archaeology sites of interest in the area; • Development proposes two-pedestrian/cycle bridges at Glendale & River Forest, design and scale are unknown;

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		<ul style="list-style-type: none"> • Proposals will result in loss of green areas to path / cycle ways, overlooking of existing homes in close proximity to the bridges is also a serious issue for residents, scale of bridges will negatively affect both the existing skyline and general visual aspect of these areas. • Concerned over height of the development - potentially 5 stories high in a locality that has nothing of this height already; • Previous experience tells us that the housing element which is developer funded will be constructed and the new community will then have to fight for decades to get the required infrastructure to match the needs. This is totally unacceptable; • The location, scale and identity of the Confey development lands within the framework are apparently to take into account the presence and proximity to the rail line and the future DART expansion programme. The mere proximity to rail line is no basis for anything; • New residents will want to commute in a multidirectional radial route system which simply means the existing road infrastructure will be absolutely overloaded. The future expansion of the Dart will not be within the timeframe of the development plan and therefore no development should proceed until the completion of the upgraded service; • Lack of commitment in the documentation is a major problem that undermines the entire plan; • The plan includes the removal of the sporting and social heart of our community, Confey GAA. It suggests providing new sporting facilities for Confey GAA to the north west. No detail is outlined of what exactly will be provided, how or when this alternate facility will be in place. Submission states it will be further away and not within easy walking distance of existing communities; • Schools regularly use the facilities, moving them will make this more difficult; • The plan has not considered the impact of the major expansion of Intel, how this will affect traffic, and local infrastructure that is already struggling; • Little or no consideration seems to have been given to how the proposed new development would integrate with the existing community in Confey, the proposed development seems to be a totally new town rather than integrating with the community that is already in the area; • Would result in SHD application moving control away from local council; • Concerned over the environmental impact and the inevitable loss of the "countryside" feel to the locality.

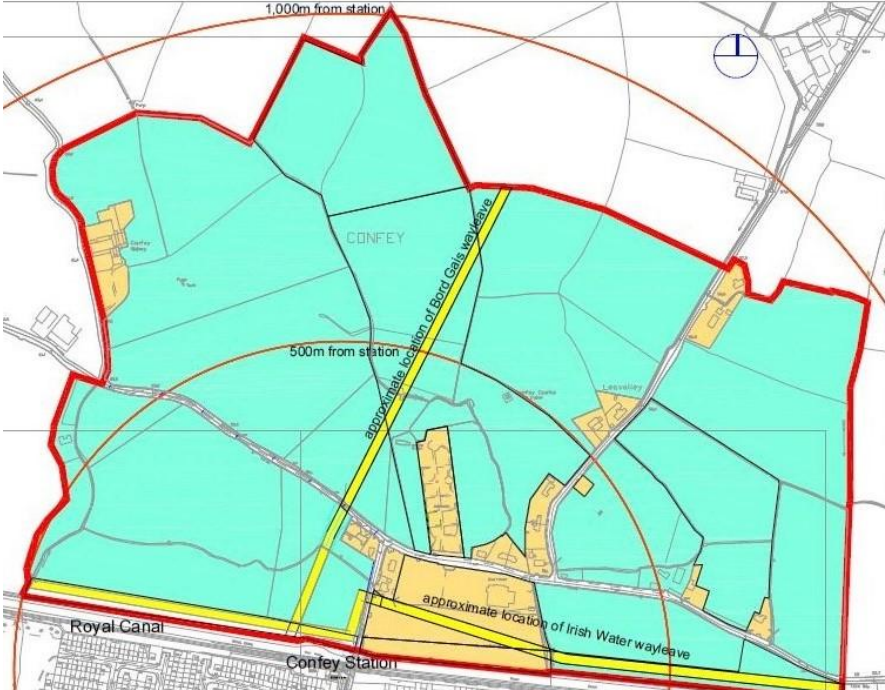
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334	Luke Ingleton	<ul style="list-style-type: none"> • Confey and its infrastructure can simply not cope with the increased traffic from either the proposed works or when it's completed with the influx of new families. This will result in years of hell for us residents; • Strongly object; • Object to any to any proposed road through St Catherine's Park; • Catastrophic for the environment and the wonderful facility that we all use daily; • Decisions like this are ruining our planet so please find an alternative plan; • One day it will be too late.. That day is nearly upon us... Please don't add to this mess.
335	David Cleary	This submission relates to Confey Urban Design Framework. The submission raises the same issues as Submission 333. Please refer to Submission 333 for summary.
336	Dorothy Donnelly	<p>This submission relates to Black Avenue KDA. The submission raises the same issues as Submission 54 (a). Please refer to Submission 54 (a) for summary.</p> <ul style="list-style-type: none"> • This submission does not state that pictures are attached.
337	James Cleary	This submission relates to Confey Urban Design Framework. The submission raises the same issues as Submission 333. Please refer to Submission 333 for summary.
338	Ballymore Group, Brian O'Farrell, the Bruton family, the Newbridge Leixlip SPV and the Rowan family	<p>General LAP issues</p> <p>This submission is made on behalf of Ballymore Group, Brian O'Farrell, the Bruton family, the Newbridge Leixlip SPV and the Rowan family who, it is stated own or control the majority of the privately owned lands at Confey. The submission begins by noting the framework within which (NPF & RSES) the LAP has been prepared and notes that the adopted RSES was published on 28th June 2019. The submission notes that Table 5.1 of the EMRA RSES identifies the capacity of the North West Corridor (defined as D15 lands at Hansfield, Leixlip, Maynooth and Dunboyne), to accommodate an additional 37,000 persons, with 24,000 of these to be delivered in the short term (by 2026). Phasing/enabling infrastructure for Leixlip was identified as 'LUAS extension to Maynooth, roads upgrades, link to WWT and community and social infrastructure'. The submission further notes that the RSES also identified Leixlip as one of four development areas (together with Donabate, Dunboyne and Greystones) that will be the focus of future development as part of an integrated land use and transportation strategy, a key component of the MASP. Specifically, the RSES identified lands in Leixlip "<i>strategic greenfield lands near Confey station with capacity for phased development, improve links to Leixlip</i></p>

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		<p><i>and adjoining Dublin/Meath lands</i>". The submission states that these policy statements clearly point to Leixlip absorbing a significant proportion of the 37,000 persons allocated for accommodation in the North West Corridor. The submission notes that while the RSES does not break down how this population target is allocated between settlements, an earlier working draft of the RSES identified the development opportunities along this corridor as being 3,000 units on the Dunboyne branch and 9,000 units on the Leixlip/Maynooth branch of the proposed DART line, of which 3,000 units were targeted for Confey. The submission also notes that the 2017 draft LAP proposed zoning for ca. 3,000 (for which an SEA was carried out).</p> <p>The submission also highlights the issue of 'headroom' within the Draft LAP and states that Leixlip is within the Metropolitan Area, it would be appropriate therefore for the Leixlip LAP to 'overzone' by a factor of 25%, or for sufficient lands to accommodate 4,143 dwellings in total. Assuming an average density of 40/ha, this would suggest an additional 20 ha should be zoned. Furthermore, given that Confey has been specifically identified as the main future growth area in the town, it would be appropriate that the bulk of this additional zoning be located in Confey. The submission identifies the additional lands at Confey which would deliver the additional units required. The submission further states that the 2020-2026 Leixlip LAP should in fact zone for the nine-year period ending in 2029, not 2025 as stated above, and not the 2023 target of 3,315 units set in the 2017-2023 County Development Plan.</p> <p>The submission also notes that 256 no. of units to be provided through small scale infill projects in the town and suggests that some of these may not be feasible and suggests that should the Council decide not to zone some of the lands currently proposed for zoning in the draft LAP, the landowners would welcome the reallocation of such zoning to their lands in Confey. The submission also highlights Conclusion of the Leixlip Strategic Transport Assessment (May 2019) which states "<i>Confey UDF is particularly well suited to development, perhaps in preference to other KDAs, due to its proximity to Confey station and ability to increase the level of sustainable travel. The Confey UDF area will be immediately served by high-quality rail services from Confey Station to Dublin, Maynooth and further afield, and may be imminently supported by new bus services and bus facilities as the development of the area progresses. The outcome of the study concludes that there are numerous ways to support the increased residential development in the coming years, most notably at Confey, but undoubtedly</i></p>

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		<p><i>across the town as a whole”.</i></p> <p>Phasing</p> <p>The submission acknowledges that there is a need for the delivery of key pieces of infrastructure if the development potential of their lands is to be realised in full. The submission notes that in contrast to the other KDAs identified, there is no indication in the draft LAP, or elsewhere, as to when this infrastructure is to be delivered, who the lead agency will be and how it is to be funded and in particular the submission requests that the LAP state whether the Council anticipates introducing a Section 49 Supplementary Development Contribution Scheme to fund the required infrastructure, including the upgrade of the rail service. The submission further highlights that road improvements alone will cost more than €25m, not including the cost of active transport facilities. Overall, infrastructure costs to support the development of Confey may be €30m. The submission states that the new community at Confey cannot be expected to bear this cost through special levies as it would equate to over €20k per unit in levies, over and above standard S48 levies and such an imposition would make the whole development uneconomic. The submission requests that some indication is given, either in the LAP or elsewhere, as to the timing and delivery methodology for the required major items of infrastructure.</p> <p>Confey Urban Design Framework</p> <p>The submission welcomes the publication of the UDF for the Confey area and broadly supports its aims, however, the submission requests that the following be taken into consideration;</p> <ul style="list-style-type: none"> • The UDF has not taken due cognisance of the existence of wayleaves that run through the lands including two in favour of Irish Water and one in favour of Bord Gais. The existence of these wayleaves will complicate the delivery of the proposed mixed use area (MU1) in the heart of Confey and request that the proposed streets and footways align with these wayleaves and suggest the following text amendment; <ul style="list-style-type: none"> <i>‘The final alignment of roads/cycleways/footways and the location of open spaces and public areas shall have regard to the wayleaves for gas and water infrastructure which traverse the area.’</i> • Submission suggests that the UDF should states that while some apartment and duplex type development of 3 and 4 storeys may be necessary to achieve the required minimum densities, the market demand is generally strongest for 2 storey housing and that this can form a large part of the development, even in the high density areas and the submission suggests that the sentence in Para 2.14 of the UDF be amended as

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		<p>follows;</p> <p><i>'Building heights within the higher density lands shall be up to 4 storeys'</i></p> <ul style="list-style-type: none"> • Similarly in Sections R1 and R5A, the submission suggests that where apartment style living in buildings 3-4 storeys high is the stated objective the following should be added <i>'While apartment style living is the suggested model other design approaches which deliver the required density will also be welcomed.'</i> • The submission also suggests that the phasing should be less prescriptive, with an emphasis on facilitating the delivery of conventional housing at the outset, followed by the consolidation of the village core as the community evolves and demand for retail, commercial and social services consolidates and suggests the following; <i>'Phase 1 shall consist of all land within 500 metres of Confey Station. Within this phase the sequencing of development shall initially concentrate on the R zoned areas.'</i> <p>The submission suggests that the basis for this is that the peripheral lands are expected to deliver housing at medium densities. Allowing these lands to develop first will allow the land owners to deliver affordable family houses at the earliest opportunity and further suggests that these houses will be aimed at families, they will most likely be bought by owner occupiers, which will enable a new community to be formed from the outset. The submission also raises concerns regarding the commercial viability of requiring the delivery of the commercial centre of Confey in advance of the housing. The submission states that while this makes sense in urban design terms, the commercial reality is that shops and other businesses will only become viable once a base local population has been established.</p> <ul style="list-style-type: none"> • The submission also addresses the issue of the GAA and private units and whilst the submission clearly states that they do not represent these groups/landowners, the submission suggests delaying the development of the area designated MU1 and MU3 until a later stage in the process will allow these property owners time and space to decide if, when and how they may wish to develop their properties. It will also ensure that no single property owner will have a veto, or ransom strip, stymieing development elsewhere in the scheme and suggests that allowing new housing to develop while the existing facility continues to exist will reinvigorate the club in the short term.

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		<ul style="list-style-type: none"> • The submission states that the draft LAP is vague about the details of the upgrade of Cope Bridge over the Royal Canal and Maynooth railway line and states that there is uncertainty over the exact location and design of this key piece of infrastructure as well as the timing of its delivery. The submission suggests that the optimal sequence for the delivery of housing as soon as possible would be for the first phases of housing to be constructed before the new bridge is complete and the Leixlip Strategic Transportation Assessment has indicated that this would be possible, if other measures promoting active transportation options (walking and cycling) are put in place. • The submission highlights concerns regarding how the UDF is predicated on the upgrade of the rail service to DART standard given that this level of service will not be delivered until 2027. The submission suggests that the proposed apartments in the MU areas are unlikely to be attractive to new residents with the present level of train services and delivery in tandem with the improved rail service would greatly enhance their viability. • The submission also requests that clarity on the status and timeframe for the drawing up of the Confey masterplan be provided.

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339	Kathleen Cleary	<p>This submission relates to Confey Urban Design Framework. The submission raises the same issues as Submission 333. Please refer to Submission 333 for summary.</p>
340	Kevin Noonan	<ul style="list-style-type: none"> • Concerned over the dramatic changes that large areas of housing being built onto the existing Leixlip/Confey areas will have, in area that hasn't seen major housing in almost 30 – 40 years; • Lack of specific new infrastructure being outlined to accommodate the minimum of 3,315 housing units, instead relying on a community area that is only just accommodated by what it has, and already needs improvements; • Located by the fact that Leixlip and Confey are near train lines; • Solve a Dublin housing crisis, using the rail lines as justification; • No indication when DART expansion to be completed;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Concerns over parking spaces in Confey and the traffic in the village; • No provision of aging population in the LAP; • Issues with traffic congestion, sewer pollution, parking issues (specifically in areas close the train station), frequent power cuts and water shortages - the LAP will result in this just getting worse, building on existing infrastructure with problems. • LAP provides • No new community infrastructure, such as a public swimming pool, which we have been trying for a long time; • Protect St. Catherine's Park objective is now not included in the plan, despite widespread community objection to any road way into or through the park, and the LAP now states for a road up the black avenue to link up with new housing; • Quick actions now without any consultation or regard for the local community will have ramifications not only for the next 10-20 years, but for generations to come.
341	Ciara Conway	This submission relates to Confey Urban Design Framework. The submission raises the same issues as Submission 333. Please refer to Submission 333 for summary.
342	Shane Smith	<ul style="list-style-type: none"> • Welcome the permeability aspects of the plan, and the town centre regeneration plans; • 6 week time frame that residents are bring given to consider the thousands of pages presented to them is far too short; • The information session not much help as the staff present were not fully versed in the plan; • Information missing from the Plan, e.g. page 16 says "Refer to Chapter 5 Retail", but there are only 4 chapters. There is no chapter on Retail. Page 6 makes a single reference to a "night time economy", without providing any further details. • There is a mention of an anchor tenant supermarket in Confey no need for another; • Need for leisure facility, which would aid the "night time economy"; • The RPS Transport Assessment commissioned by KCC states that an unaltered Cope Bridge will not support any development. The LAP seems to presume "someone" will replace it, mentioning Irish Rail. IR have no plans for Cope Bridge. They do have plans to buy battery/electric trains which can run for 60km on

Sub. No.	Name	Summary of Submission
		<p>batteries, negating the need to replace Cope Bridge. They may never erect overhead wires on the Maynooth line at all;</p> <ul style="list-style-type: none"> • The same report also states that if construction begins in Confey that all construction traffic will be via Main St and Captain's Hill, both of which experience heavy congestion. An alternative to this route has to be found. • A road through St. Catherine's Park will meet with huge local resistance. It's unlikely any councillor who doesn't oppose this route will be re-elected; • Welcome the regeneration plans in the town centre; • Welcome the idea of developing another street (Backlands); • Question the wisdom of even more small retail units which it will provide. Leixlip already has an over-supply of empty small retail units, and does not need more; • Cinema, theatre, or something that would contribute to the amenity value of that area would make more sense; • Like KCC to address the current over-supply of empty small retail units – return to residential use; • Plan makes little to no provision for amenities, still no swimming pool, despite the huge amounts of LPT and site development levies that KCC is taking out of Leixlip.
343	Ciara, Alan, Cian and Caoimhe Gilgunn	This submission relates to various aspects of the Draft Leixlip LAP. The submission raises the same issues as Submission 50 (a). Please refer to Submission 50 (a) for summary.
344	Amy McBride	<ul style="list-style-type: none"> • Concerns for the impact on existing residents of Confey and Leixlip as a whole; • The submission relates it to another "Ongar" type development; • Simply isn't the infrastructure or resources; • Concerns over traffic impact as currently busy enough; • Serious concerns for the proposed footbridge into "Riverforest Park" or what locals refer to as "the bowl". Riverforest and Riverforest View is a dead end - why the need to put pedestrian or bicycle access into Riverforest, into a dead end? • Concerned that it will generate antisocial behaviour;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Gardaí are already stretched; • Object to any road going through St Catherine's Park - Council involved should be protecting the park at all costs.
345	Georgina Sherlock	<ul style="list-style-type: none"> • Concerns about the plans and their effects on our family, health and community; • Concerns about the movement of our GAA amenities which are used regularly; • Try and preserve the green areas that we currently have, instead of destroying them; • No-one is against development but development must be done properly with careful consideration and planning. <p>The remainder of the submission relates to various aspects of the Draft Leixlip LAP. The submission raises the same issues as Submission 50 (a). Please refer to Submission 50 (a) for summary.</p>
346	Anthony Larkin	<ul style="list-style-type: none"> • The submission outlines that Collinstown has been designated as a Large Growth Town; • The submission examines the Core Strategy figures and outlines that the population for 2023 will be 23,837 compared to 19,794 projected for in the plan. Request Core Strategy is clarified. • Leixlip and Collinstown are together designated as a Major Town the previously zoned residential lands in Collinstown are now included as a new business and technology campus. This area has been identified in the Celbridge LAP as satisfying the employment needs for Celbridge. Transport and mobility issues therefore need to be considered in a wider context than the Leixlip LAP; • The Central Statistics Office projects a population increase in the Mid East Region, which includes Counties Kildare, Meath and Wicklow to 2031, of between 78,000 and 144,000. The Kildare Plan therefore seems to grossly overstate the housing need; we argue this requires reducing the target population for Kildare which would require an amendment to the County Development Plan. <p>KDA1 - The Wonderful Barn</p> <ul style="list-style-type: none"> • KDA 1: The Wonderful Barn has the potential to be developed as a visitor centre/community use with public parking and other facilities, the location of which needs to be identified in the plan; • Natural connection between the Wonderful Barn and Castletown House needs to be reinstated for pedestrians and needs to be included in this LAP; • Good quality access to and from this site will be difficult to achieve.'

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Celbridge Road including all junctions needs to be considered in the context of the Transportation objectives in the LAP • House types, finishes, heights, densities and setback distances will all be important, in addition to the relationships between new development, the Barn itself, Castletown House and neighbouring estates. Access onto Celbridge Road must be considered in the context of the town and KDA2. Galvin's Cross is at saturation point at peak times with traffic. Pedestrian traffic must be catered for. <p>Access and Traffic Issues</p> <ul style="list-style-type: none"> • The Celbridge Road already provides access to many housing estates, schools, employment etc. In addition to KDA 1 and KDA 2 all this needs to be collectively considered in advance rather than at planning application stage. KDA 2 should be excluded. <p>KDA2 - Celbridge Road (Leixlip Demesne)</p> <ul style="list-style-type: none"> • Leixlip Castle and Demesne are protected structures. Developing this land for housing contravenes policies and objectives of the plan; • Access Issues - Access to the Demesne is proposed from the Celbridge Road, specifically between the motorway bridge and the current entrance to the Wonderful Barn. Traffic on the Celbridge Road from this and KDA 1 will expose the inadequate capacity of the road. The pedestrian access via Pound Street will be difficult to achieve. Additional traffic movements will pose a risk to pedestrians. <p>KDA3 – Easton Road – Glen Easton</p> <ul style="list-style-type: none"> • Already zoned for approx 200 houses; • Planning permission has been granted for 195 houses on part of this site; • KDA3 is stated in the LAP as capable of accommodating between 360-420 houses, with just a small part of the site excluded from the recent planning application and with the impediment of the large pylons it is difficult to see how the suggested numbers could be achieved; • The density of this element needs to be specified and how it would impact on the recently approved/appealed application assuming it is successful on appeal. <p>KDA4 Easton Road – Leixlip Gate/Beech Park</p> <ul style="list-style-type: none"> • 10 Hectares (25 acres) of residential zoning are proposed here which would equate to approximately 200 housing units, assuming a density of between 10-12 to the acre;

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		<ul style="list-style-type: none"> • The existing entrance is not well sighted; • Easton Road is already busy; entrances from KDA 3 and 4 in close proximity to the R449 will raise safety issues; it will be difficult develop here as a mature low density housing development is in the middle of the site; • The perimeter of Beech Park also poses security and privacy issues that would need to be resolved. <p>Black Avenue/Stanley Lands</p> <ul style="list-style-type: none"> • Access to these lands through Mill Lane and up the Avenue is absolutely ridiculous this avenue should only be pedestrian and utility workers the transport of waste should also cease; • Greenway to city centre via Lucan ,Strawberry Beds and into Phoenix park a much more sustainable route after all it was the original road to city it can be recovered. <p>Confey Urban Design Framework</p> <ul style="list-style-type: none"> • Scale of this proposal is unprecedented; • Time frames need to be included; • Infrastructures in place new roads connecting M4 and M3, none of the existing settlements and infra structures can be considered as part of urban design as they are already over burdened; • Zoning only be granted if rigorous assessments on flood risks, traffic management and solutions, environmental impact studies, and conservation assessments are done with detailed plans submitted identifying exact locations and size of all facilities, roads, and commercial that goes with an urban plan. <p>Collinstown</p> <ul style="list-style-type: none"> • Previous Collinstown LAP included over 700 residential units and was identified as a new town centre. All the neighbouring towns were sequentially tested for their ability to absorb increased retailing, none proved capable of absorbing the additional projected traffic; • Positive elements such as a new centre, theatre, cinema, etc. are not catered for anywhere in the LAP which is disappointing; • It is unfortunate the new Retail Strategy did not precede the Plan. <p>Town Centre</p> <ul style="list-style-type: none"> • Car parking must be provided in the town centre urgently. <p>Facilities</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • A swimming pool on the site of Leixlip Amenities Centre should be included; • Sporting Clubs must be evaluated for capacity; • An Arts venue should be identified in the plan to reflect the vibrant performing arts community in Leixlip; • A cinema should be designated in Collinstown. <p>Mast</p> <ul style="list-style-type: none"> • The mast on the ESB building Min Street dominates the skyline and should be relocated. <p>Tourism</p> <ul style="list-style-type: none"> • The Wonderful Barn has been earmarked as a potential Tourism Venue possible Heritage/Community centre, to achieve full value of that potential the pedestrian link between the barn and Castletown House should be re-established as stated above KDA1. <p>Transport and Movement</p> <ul style="list-style-type: none"> • New public transport services will be needed for population increase; • A bus connection between Celbridge and Leixlip would be beneficial; • The rail service is at capacity already; • The electrification of the Maynooth line has been identified, together with the removal of level crossings and re-signalling (page 41 of the LAP). 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; • Two further stations should be explored in this lap Collinstown and Young's Cross rear of government laboratories on Celbridge line. • New developments need to involve consideration in advance of bus based public transport • NTA should conduct an origin and destination survey to assess current and future needs. <p>Cycle Routes</p> <ul style="list-style-type: none"> • The Royal Canal greenway is welcomed. • Bridges/new connections proposed within existing housing estates will require further consultation with residents. • Promoting cycling and walking is laudable. Bicycle parking and other facilities will be required to make this

Sub. No.	Name	Summary of Submission
		<p>more attractive as a mode of transport. A policy/objective should be included in this regard.</p> <p>Confey – St. Catherine’s Park</p> <ul style="list-style-type: none"> • Wording to support no road through St. Catherine’s Park to be included in this LAP; • Kildare County Council must demonstrate a real commitment to the ongoing development, enhancement and of facilities in the park. <p>Masterplans</p> <ul style="list-style-type: none"> • Lands at Confey and Leixlip Castle should be subject to Masterplans in advance of any construction or if granted zoning first application should be below threshold of 100 {SHD} units, in order to allow KCC and Councillors input in to process and guarantee masterplans thereafter.
347	Eve O’Meara	<ul style="list-style-type: none"> • Concerns about the plans and their effects on our family, health and community; • Concerned about the movement of our GAA amenities which are used regularly; • Try and preserve the green areas that we currently have, instead of destroying them. <p>The remainder of the submission relates to various aspects of the Draft Leixlip LAP. The submission raises the same issues as Submission 50 (a). Please refer to Submission 50 (a) for summary.</p>
348	Huey O’Meara	<ul style="list-style-type: none"> • Concerns about the plans and their effects on our family, health and community; • Concerned about the movement of our GAA amenities which are used regularly; • Try and preserve the green areas that we currently have, instead of destroying them. <p>The remainder of the submission relates to various aspects of the Draft Leixlip LAP. The submission raises the same issues as Submission 50 (a). Please refer to Submission 50 (a) for summary.</p>
349	Ciarán Ganley	<ul style="list-style-type: none"> • Strongly opposed to the Confey GAA club moving; • Previous objective is removed from the Plan; ‘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’ - complete U-turn; • LAP is now in fact proposing a road into the park to facilitate a major housing development at Black Avenue; • This change is despite 1,021 submissions in 2017 regarding protection of St. Catherine’s Park from road

Sub. No.	Name	Summary of Submission
		<p>development;</p> <ul style="list-style-type: none"> As Blanchardstown, Lucan, Dunboyne and Maynooth all expand outwards towards Leixlip, it is essential that this green space and amenity for the people of North Kildare and West Dublin is preserved. <p>The remainder of the submission relates to Confey Urban Design Framework. The submission raises the same issues as Submission 147. Please refer to Submission 147 for summary.</p>
350	Noelle Dunne	<ul style="list-style-type: none"> 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 of jurisdiction; Omitted from plan this time - please reinstate same.
351	James Concannon	<ul style="list-style-type: none"> No one in Leixlip or Lucan want this bridge/motorway up into the park not only will it cause problem but will ruin St. Catherine's Park and bring more noise; Better if the roads that are already there are just improved.
352	Hugh Hogan	<ul style="list-style-type: none"> Leixlip has major traffic congestion problems; Suggestion that it might be addressed by more permeability between estates - not one that works; Many examples of laneway closure programmes around Ireland to reduce rat runs and escape routes by undesirables as well as hang out areas for teens; Gardaí should be asked to police proof any permeability route; Timing of the build - should not happen before the transport links are in place; While the concept of the areas being served by public transport is fine and to be encouraged it is not conditioned in the Plan to happen before the build; Provision of the transport infrastructure in advance of the housing in much the same way as it was approached in Adamstown SDZ.
353	Maris Kapostins	<ul style="list-style-type: none"> Inaccuracies and inconsistencies between Kildare Development Plan 2017-2023 and the draft LAP; Planners have failed to take on board legitimate concerns of the locals and their public representatives. <p>Spatial Strategy Ireland 2040</p> <ul style="list-style-type: none"> Leixlip has been without a LAP for the last three years - and this has not caused any issue one way or the other - housing units are coming on line;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Put a stay until the County Plan is reviewed. <p>HSE - Health Services for Children</p> <ul style="list-style-type: none"> • Waiting lists have record waiting times; • Population increase as proposed would have a very negative impact on an already congested system with far-reaching social implications for the community in general. <p>Social and Recreational Services for Children in Leixlip</p> <ul style="list-style-type: none"> • LAP does not mention any concrete plans to create, extend or upgrade any of the existing services or facilities in Leixlip in line with the proposed population growth; • No swimming pool, Scouts group has a year's waiting list, Library is not open full time, and Football Club has had to implement a policy of cutting children from teams. <p>Traffic Congestion / Noise Pollution</p> <ul style="list-style-type: none"> • LAP concedes that Leixlip is already congested yet makes no mention of any Action Plan or Traffic Assessment Plan; • Increase noise pollution. <p>Build Communities - Not Accommodation</p> <ul style="list-style-type: none"> • Building for the sake of building because there is a housing shortage is not the solution; • Proper planning complete with infrastructure, facilities and services is essential to ensure that the integrity of Leixlip as a community is safeguarded. <p>Rezoning at Celbridge Road East</p> <ul style="list-style-type: none"> • Fundamentally opposed. <p>Protection of Leixlip Castle and Leixlip Demesne</p> <ul style="list-style-type: none"> • Protect the boundary wall in its own right having regard to the strong historical links to Leixlip Castle and Leixlip Demesne. <p>Leixlip Park – Planning</p> <ul style="list-style-type: none"> • Fact that Planners have chosen to come through the boundary wall at a bend where there is a roadway demonstrates that this option is far from ideal; <p>Leixlip Park – Community</p> <ul style="list-style-type: none"> • Planned pedestrian access through Leixlip Park is completely unacceptable;

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		<ul style="list-style-type: none"> • By creating a pedestrian access through the estate it will negatively impact on the community spirit – particularly if there is a stream of strangers using the estate as a means to an end – to get to the shops/schools etc. <p>Leixlip Park – Safety</p> <ul style="list-style-type: none"> • Introducing an access route will immediately erode this sense of safety and security and will negatively impact the existing estate; <p>KDA Celbridge Road East</p> <ul style="list-style-type: none"> • One in 10 dementia deaths in people living within 50 metres of a busy road was attributable to fumes and noise; • Building in KDA Celbridge Road East would naturally bring its inhabitants very close to the M4. <p>Leixlip Park – Demesne – Wildlife – duty to protect the lands; Leixlip Park – Demesne – Traffic issues on Celbridge Road.</p> <p>The submission also comprised The Lancet Study document titled Living Near Major Roads and the Incidence of Dementia, Parkinson’s disease, and Multiple Sclerosis: a population-based cohort study. The Interpretation was that in the large population-based cohort, living close to heavy traffic was associated with a higher incidence of dementia, but not with Parkinson's disease or multiple sclerosis.</p>
354	Ciara Foley	This submission relates to Confey Urban Design Framework. The submission raises the same issues as Submission 147. Please refer to Submission 147 for summary.
355	Theo Smith	<ul style="list-style-type: none"> • Object to the proposed planning of residential houses at Black Avenue; • Protected species of bats; • Not in the best interest of Leixlip to develop housing at a rapid and large scale to meet the national interests; • Plan does not reflect or acknowledge the complexity of the size of Leixlip lying in such close proximity and sharing the same road network and public transport with other towns.
356	Eavan Roche	<p>Section 3 Vision for Leixlip</p> <ul style="list-style-type: none"> - Accurate research clearly was not carried out. We don’t want Confey to resemble a soulless ghetto like Adamstown or Ballymun. - Community is very important – the GAA Club is the heart of the community. The proposal to move it is

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		<p>ludicrous, even if only the playing fields. The new location would be too far to walk to for all members of the community and the pupils of the local primary schools whose only fields are the GAA Club.</p> <ul style="list-style-type: none"> - Two proposed footbridges at River Forest and Glendale would fail to serve any real purpose, being exceedingly costly, attract unsociable behaviour, would be ugly eyesores and a complete waste of taxpayers' money. The height alone would make them prohibitive, unsafe and unrealistic for wheelchair users and those pushing buggies or with limited mobility. <p>3.2 Delivering the Strategic Vision</p> <ul style="list-style-type: none"> - How can sustainable transport modes be promoted? The planned electrification of the railway line will not be complete for a minimum of 12 plus years. The existing train service is problematic and overcrowded. It is clear the Planners have not properly researched this either. - Bus Connects has announced that it is cancelling the only bus service to Confey, the 66A. <p>Strategic Objectives S6 and S8</p> <ul style="list-style-type: none"> • St. Catherine's Park and the provision of a motorway linking the N3 and the N4, despite unanimous and vehement promises to the contrary, right through the Kildare side of the park, has not been addressed in the LAP. Why? • St. Catherine's Park, Kildare land, has been identified as the proposed route for the new, alternative motorway to the major M50 in Dublin. That means the loss of all the playing fields in the entire Co. Kildare section, the only public park in North Kildare. Motorway underpasses or high pedestrian bridges would be unrealistic. How can the removal of the Park possibly be considered an 'improvement'? • Please examine the feasibility study entitled '<i>Enhancing the Motorway Operation Services, M50 Traffic Flow Optimisation, J6 and J7 Scoping Study</i>' (May 2019). In this study four of eleven routes examined are deemed the most suitable for a replacement M50. All four are routed through St. Catherine's Park. Three of these are through the Co. Kildare part of the Park. • The LAP proposes moving Confey GAA pitches unreasonably far away to an alternative location; instead providing ugly dense housing. • The proposed Sensory Garden in St. Catherine's Park, to which Kildare Co. Council awarded a €50,000 grant, provided its most suitable site and approved its plans for expected completion in August 2019, has not been mentioned in the LAP. It was as a result of a €5,000 donation from Intel Corporation and further substantial

Sub. No.	Name	Summary of Submission
		<p>fundraising by locals towards the Sensory Garden that Kildare Co. Council came on board in 2018 and announced their €50,000 funding.</p> <ul style="list-style-type: none"> • The carparks for St. Catherine’s Park are crammed to capacity every weekend, both in the Co. Kildare and the Fingal sides. • In the recent SEA Report, under the heading of Mitigation Measures 9.2, Subsection Policy I5, it is advised that: <i>‘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, light pollution noise pollution and waste management.’</i> • For Air Quality, the following is recommended: <i>“It is the policy of Kildare County Council to avoid, prevent or reduce harmful effects on human health and the environment as a whole, though promoting the preservation of best ambient air quality with sustainable development.”</i> • Under the heading Visual Amenity, the creation of a new policy is recommended: <i>“Recommend creation of new policy: Protect the landscape character, values, sensitivities, focal points and views in the Leixlip area. 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, and b) Prohibit development that will block or interfere with a significant focal point of view. Where it is considered that a development may impact on focal points or views, have regard to the significance of any such impact and any appropriate mitigation measures that should be incorporated. ”</i> • Submission has included a series of photos depicting the natural heritage and landscape setting of St. Catherine’s Park stating that its one of the most beautiful places in Ireland, and quite certainly in Co. Kildare. • The residents of Glendale Meadows already tolerate the noise of increased rail traffic, the constant traffic pollution and the noise pollution from aircraft at Weston Airport and Dublin Airport. • Apart from the associated health risks, the noise from traffic using the proposed Eastern Access Road would create a living hell scenario for the residents of the innermost, and certainly our road, of Glendale Meadows. <p>Section 4 Core Strategy <i>Table 4-1 Residential Unit Assessment (KDA Black Avenue 350 houses)</i></p> <ul style="list-style-type: none"> • The direct area outlined for 350 proposed houses is part of a heritage site and is currently of extreme

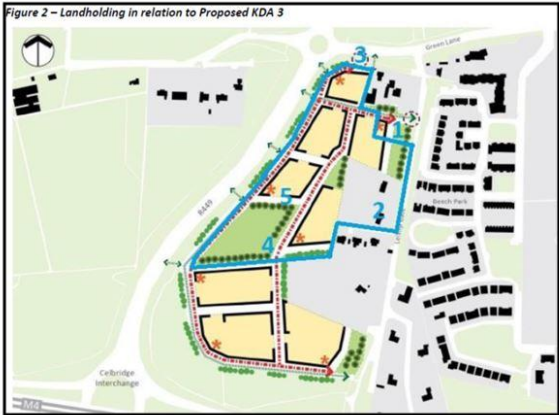
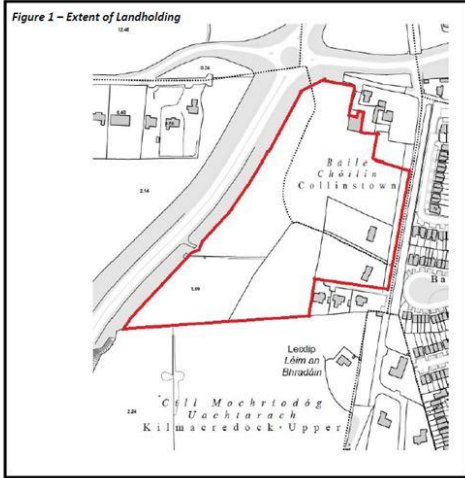
Sub. No.	Name	Summary of Submission
		<p>interest to the archaeology team in Fingal Co Co and to those concerned in the National Museum. A number of finds have been made on both sides of the county boundary. I find it incomprehensible that the Planners have either not discussed this with archaeologists and that it has been omitted from the LAP.</p> <ul style="list-style-type: none"> • The whole area around the Black Avenue, Mill Lane and St. Catherine’s Park is home to a protected species of bat. International teams travel to the Black Avenue at least annually to inspect these Annex-listed species. Please refer to the guidelines issued by Bat Conservation Ireland. • Submission references an article published in the Irish Times, on Thursday 11 July 2019. States article is of extreme pertinence in regard to the preservation of the bat community in the Black Avenue and surrounding area of Leixlip. • The final stretch of the Black Avenue, adjacent to the Sewerage Works, has its county border along the very centre of the road. How can any developer apply for planning permission for a housing estate, incorporating lands from Fingal Co. Council? Surely that would be an invalid application? • Furthermore, in reconstructing the road and during proposed excavations, how can protected structures such as the St. Catherine’s holy well remain intact? • Outlines constraints in infrastructure provision in Confey and throughout Glendale Meadows, relating to water and electricity supply. This is in the context of plans to almost doubling the number of houses in Leixlip. • There are already far too many houses in the area. While it is accepted that there is a need for new housing nationally, the scale of the proposed new housing be reduced to 10-15% in total, at an absolute maximum. • Why have the Planners not considered using the long vacated former Hewlett Packard premises and campus for housing and development? <p>Section 7 Housing and Community</p> <ul style="list-style-type: none"> • Table 7-1 Social Infrastructure Needs states the need for <i>“Local equipped play areas”</i> in St. Catherine’s Park. Whereabouts are the sites for these play areas? • A motorway alternative to using the major M50 is planned directly through and over St. Catherine’s Park, in the Kildare side. Apart from ruining the quality of air, the quality of life for immediate residents, noise pollution and the attraction of antisocial behavioural types, destroying the one and only Park in North Kildare and eliminating every single playing pitch in the Park AND eliminating the long promised solitude of a

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		sensory garden for the less able bodies members of our community, how could Planners possibly factor in play areas in the form of a playground for children or playing fields for all residents? As the Planners propose removing and relocating the GAA pitches, where exactly do they propose providing the 'local equipped play areas' in St. Catherine's Park?
357	Catherine Allis	<ul style="list-style-type: none"> • Previous objective removed from Plan - '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; • Complete U-turn; • As Blanchardstown, Lucan, Dunboyne and Maynooth all expand out towards Leixlip, it is essential that this green space and amenity for the people of North Kildare and West Dublin is preserved. <p>The remainder of the submission relates to Confey Urban Design Framework. The submission raises the same issues as Submission 265. Please refer to Submission 265 for summary.</p>
358	Jake Smith	<ul style="list-style-type: none"> • Object to residential houses at Black Avenue; • Protected species of bats; • Plan does not reflect or acknowledge the complexity of the size of Leixlip and should not go ahead.
359	Ruth Killeen	<ul style="list-style-type: none"> • The submission notes that any action on building a road through St. Catherine's park has been postponed until 2025; • Wish to note a long term objection to any road through or over the park; • Commuters to Maynooth go via the back roads behind Confey and access in both directions should be maintained at all times during any redevelopment.
360	Valerie Smith	<p>Object to the proposed planning of residential houses at Black Avenue;</p> <ul style="list-style-type: none"> • Protected species of bats; • Not in the best interest of Leixlip to develop housing at a rapid and large scale to meet the national interests; • Plan does not reflect or acknowledge the complexity of the size of Leixlip lying in such close proximity and sharing the same road network and public transport with other towns.
361	Kev Roche	<ul style="list-style-type: none"> • KDA Black Avenue area for 350 proposed houses is part of a heritage site; • Currently of extreme interest to the archaeology team in Fingal Co. Council and to those concerned in the

Sub. No.	Name	Summary of Submission
		<p>National Museum;</p> <ul style="list-style-type: none"> • A number of finds have been made on both sides of the county boundary. • Rare species of bat exist; • International teams travel to the Black Avenue at least annually to inspect these rarer, Annex-listed species • The submission advises to refer to the guidelines issued by Bat Conservation Ireland; • Reference is also made to an article in the Irish Times stating - is of extreme pertinence in regard to the preservation of the bat community in the Black Avenue and surrounding area of Leixlip: • Submission makes reference to Mr Justice Garrett Simons, quashing the board's decision because a document on the potential impact of the development on bat species had not been posted online. • The final stretch of the Black Avenue, adjacent to the Sewerage Works, leading up to the car park in the Kildare side of St. Catherine's Park has its county border along the very centre of the road. How can any developer apply for planning permission for a housing estate, incorporating lands from Fingal Co. Council? • Concern over St. Catherine's Holy Well during construction; • Concern over infrastructure in Confey; electricity, water, • Scale of the proposed new housing be reduced to 10-15% in total, • Consider using the long vacated former Hewlett Packard premises and campus for housing and development.
362	Rachel Allis	<ul style="list-style-type: none"> • The submission states they are concerned over Confey Urban Design Framework, threat to St. Catherine's Park and the general threat to quality of life for residents; • Volume of units proposed in the Confey Urban Development is excessively high and put a strain on existing traffic network; • Strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made • Reference is made to the removal of objective to protect St. Catherine's Park; • No ecological analysis has been completed on the effects of this LAP; • New Educate Together School will open its doors in September 2019. As of yet, no site has been designated for the permanent site of this school. It is worrying that a plan for the Leixlip area would not include a site

Sub. No.	Name	Summary of Submission
		<p>for a school which is opening in two months from now;</p> <ul style="list-style-type: none"> • “Mixed use units” concept is ambitious, given the proximity of businesses at Riverforest Shopping Centre. There is risk of not being able to attract business tenants for the many ground floor business units due to commercial non-viability as local market already covered. Can result in increase in anti social behaviour and a look of urban decay; • The 2 proposed pedestrian bridges (in Section 2.1.6.7 Movement and Access Strategy), will bring security issues and potential antisocial behaviour problems. No need also for 2 more additional access points; • Potential benefits of development in Confey for the GAA club’s membership. They are experiencing problems with volunteering at coaching level and a loss of involvement of senior players when they retire from playing. There is no affordable housing in Confey and they must move further away; • Ask that the scale of this planning for Confey be altered; • Disgusted and angered plan stating that the land on which Confey GAA is built is underutilised; • School use the pitches moving them will make this more difficult; • Potential commercial units that may be built, concerned over the commercial viability of the club bar, if units were identified as potential licensed premises; • Existing community of Confey, our GAA members and all our community groups who access this facility, are not in favour of the club moving.
363	Sarah Kelly	<ul style="list-style-type: none"> • Object to the proposed planning of residential houses at the Black Avenue; • Protected species of bats; • Not in the best interest of Leixlip or existing residents to develop housing at a rapid and large scale to meet the national interests; • Plan does not reflect or acknowledge the complexity of the size of Leixlip lying in such close proximity and sharing the same road network and public transport with other towns.
364	Ann Kelly	<ul style="list-style-type: none"> • Object to the proposed planning of residential houses at the Black Avenue; • Not in the best interest of Leixlip or existing residents to develop housing at a rapid and large scale to meet the national interests; • Plan does not reflect or acknowledge the complexity of the size of Leixlip lying in such close proximity and

Sub. No.	Name	Summary of Submission
		sharing the same road network and public transport with other towns.
365	Eve-Laura Roche	The submission raises the same issues as Submission 356. Please refer to Submission 356 for summary.
366	Lynda Moriarity Roche	The submission raises the same issues as Submission 356. Please refer to Submission 356 for summary.
367	ES Leixlip Greenfields Ltd.	<p>This submission was prepared by McGill Planning – Chartered Town Planners.</p> <ul style="list-style-type: none"> • Clients delivering lands at Leixlip Gate for a residential scheme; • Clients lands comprise a significant portion of the KDA3; • Recommended that the KDA3 designation, as outlined on the zoning map and Figure 12-3 of the LAP, be revised to exclude this single house site, as it is not intended to be redeveloped for multi-unit residential and permission has been granted for a single dwelling in 2016; • Indicative vehicular access from Leixlip Gate Avenue should be relocated south; • Recommend two residential properties south of Kilmacredock House be included within the KDA designation on the zoning map and in Figure 12-3. • Landscape/Heritage • Objectives in relation to landscape, open space and heritage, including retention of natural heritage and existing green infrastructure features. At the same time new development is expected to create a suitable urban edge along the R449 to “announce the town” and to provide passive surveillance of roads and open spaces throughout; • Suggested that the indicative layout on Figure 12-3 could be revised to better illustrate these principles. In particular, it is recommended that the former demesne wall of Castletown House, which forms the southern boundary of our client’s landholding, should be clearly identified. In the draft plan “existing hedgerow” is identified where the wall actually exists (marked as “4” on Figure 2 above); • Expected that this wall will have to remain within the heart of KDA3 it will limit accessibility to the otherwise landlocked KDA3 development lands south of the wall. Therefore it is suggested that it is shown that access to the lands south of the wall will be as currently illustrated in Figure 2 above save for the route passing through an access point through the wall as opposed to the currently illustrated hedgerow;

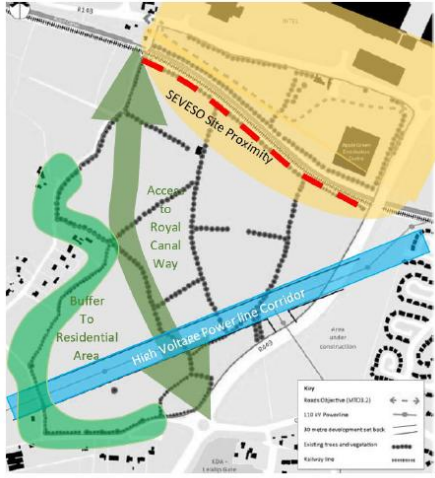
Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> Retention of the wall also suggests that the indicative main public open space located immediately north of the wall (marked as “5” on Figure 2 above) should be reconsidered/relocated. Density - The submission suggests a note that in Table 4-1 “Estimated Residential Capacity” column state that the figures in the column are estimates only. <div style="display: flex; justify-content: space-around; align-items: center;">   </div>
368	Natalie Devine	<ul style="list-style-type: none"> Object to the suggestion of rezoning land and building 350 houses on Black Avenue; Road that starts at the gateway of Black Avenue beside the Fire Station was originally built for a horse and cart - foundation is already falling into neighbouring gardens so it's not fit for purpose; Concern over impact on Mill Lane, a cul-de-sac which already has traffic issues; Concerned the developer will get more than 350 houses.
369	Paul Kelly	<ul style="list-style-type: none"> Object to the proposed planning of residential houses at the Black Avenue; Protected species of bats; Not in the best interest of Leixlip or existing residents to develop housing at a rapid and large scale to meet the national interests.
370	April Smith	<ul style="list-style-type: none"> Object to the proposed planning of residential houses at the Black Avenue;

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Protected species of bats; • Not in the best interest of Leixlip or existing residents to develop housing at a rapid and large scale to meet the national interests.
371	Kevin Roche	This submission raises the same issues as Submission No. 356. Please refer to Submission No. 356 for summary.
372	M. Linnane	<p>KDA Black Avenue</p> <ul style="list-style-type: none"> • Objects to the proposed residential zoning of lands adjacent to the Black Avenue for the following reasons:- <ul style="list-style-type: none"> – Enormous increase in vehicular traffic onto Mill Lane which is already congested and only capable of single lane traffic. – Yet another attempt to diminish St. Catherine's Park, an amenity primarily provided to the residents of Leixlip by Fingal and SDCC. – Permitting 24 hour vehicular access to the park with the potential for further dumping and anti social behaviour. – Adding additional volume to a sewage treatment plant that is already emitting foul odours. – Black Avenue appears to be incapable of being widened to provide adequate access as envisaged given the current pinch points. <p>Amenities in General</p> <ul style="list-style-type: none"> – The omission of a swimming pool for from the LAP is unacceptable. Given the large and expanding population one would assume that KCC would have provided this long promised (40 years) facility.
373	Brian Cunningham	<ul style="list-style-type: none"> • Objects to the rezoning land and building 350 houses on Black Avenue. • The road that starts at the gateway of Black Avenue is narrow and in a state of disrepair. • The main issue is the catastrophic effect the building of 350 houses would have on Mill Lane in general. • The road is a cul-de-sac is can get very congested particularly at its junction with Main St. on-street car parking by non-residents is also a major issue. Adding more traffic to this area would be detrimental. • The road will still be a cul-de-sac but instead of the 40 approx houses occupants (80 cars at the most) and few business using the road, there would 780 approx. cars trying to get in out of that road each day. • Claims that more than 350 houses will get permission if rezoning proposal goes ahead. • Houses were proposed to be built on Black Avenue in the 90's and were rejected. Please do not let this

Sub. No.	Name	Summary of Submission
		happen, there is no way this would ever work, please save Mill Lane.
374	James and Terry Kelly	<p>Submission refers to lands within the southern portion of the Collinstown Strategic Employment site (Section 12.7 of the LAP) and outlines the following:</p> <ul style="list-style-type: none"> • Subject lands have been in our family possession for the last 50 years and we have continued to farm the land since then. • Note the recent proposed vision for Collinstown. The proposed zoning and layout is badly designed, lacks imagination and is far too narrow in the proposed allowable usage. • May not be workable to progress any such development within the lifetime of the plan, as there are various other landowners who must all have the same vision as the Council. • Feels it is in our best interest to continue farming our land for the foreseeable further or until a better designed and workable plan for the lands can be produced.
375	Thomas Ennis	This submission raises the same issues as Submission No. 356. Please refer to Submission No. 356 for summary.
376	Catherine Ennis	This submission raises the same issues as Submission No. 356. Please refer to Submission No. 356 for summary.
377	Intel Ireland Ltd.	<p>This submission was prepared by AOS Planning – Planning Specialists for Strategic Infrastructure and Industry.</p> <p>Site Interest</p> <ul style="list-style-type: none"> • Submission made as an observation to the ‘Collinstown Masterplan’ lands as Intel own lands in this area.

Sub. No.	Name	Summary of Submission
		<div data-bbox="1122 277 1576 756" data-label="Image"> </div> <p data-bbox="571 767 981 794">National and Regional Context</p> <ul data-bbox="622 807 2029 1114" style="list-style-type: none"> <li data-bbox="622 807 2029 916">• The submission discusses the context of Collinstown in respect of the RSES and MASP and that 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; <li data-bbox="622 927 2029 1035">• The small zone contains a remarkable concentration of existing infrastructure and employment investment, as well as immediate access to major labour-force concentrations for existing and future employers; <li data-bbox="622 1046 2029 1114">• Location provides regionally significant opportunities for short-term returns on very high concentrations of recent public capital investment in infrastructure, including transportation. <p data-bbox="571 1126 1218 1153">Concentration of Infrastructure and Opportunity</p> <ul data-bbox="622 1166 2029 1394" style="list-style-type: none"> <li data-bbox="622 1166 2029 1313">• Reference is made to services in the wider area largest electrical substations, national Gas Pipeline, largest waste water and water supply systems, 3 Motorway junctions, 7 commuter rail stations, and two Major Park and ride facilities. Along with proximity to Dublin Airport and Port and Dublin City Centre and the River Liffey Corridor; <li data-bbox="622 1326 2029 1394">• This concentration of infrastructure and opportunity, together with the specific identification by national and regional plans of Collinstown, inter alia, implies obligations to ensure that the highest returns to the

Sub. No.	Name	Summary of Submission
		<p>economy of the county, and region, will be obtained from any zoning and subsequent development of these lands.</p> <p>Addressing Local Context</p> <ul style="list-style-type: none"> • The submission suggest that the existing Draft Indicative Design Concept layout for the Collinstown Masterplan lands should be omitted from the Leixlip LAP, as any future masterplan layout proposal will need to take account of specific site feasibility, analysis, technical considerations and context. <p>Recreation and Open Space Provisions</p> <ul style="list-style-type: none"> – Contrary to the Draft LAP Core Strategy Concept Map (Figure 4.1 of the Draft LAP), the indicative Masterplan Design Concept Plan proposes open space/ amenity lands along the southern boundary of the railway line that have no physical or visual access to the Royal Canal³, and are also limited to some extent with regard to their proximity to the Intel Campus; – Lands adjacent to the railway line constrained by SEVESO site - According to An Bord Pleanála it is crucial to consider the “<i>need in the long term</i>”⁴ when considering land use activities in the vicinity of Seveso sites, rather than focusing only on the specific impacts as they are understood at a particular time; – Constrained also by proximity to Railway and Canal; – The northern portion of the Collinstown Masterplan lands is thus unsuitable for uses which attract large numbers of people, or use as an amenity, on account of proximity to a Seveso site and an intensive use such as a commuter rail line, and lack of visual or physical access to the Canal Amenity. <p>Road and Traffic Considerations</p> <ul style="list-style-type: none"> • Indicative access provisions for the Collinstown Masterplan lands is limited to/ concentrated on a singular vehicle access location off the R449 and a pedestrian link across the existing canal and rail; • Indicative access indicated into the Masterplan lands on the R449 concentrates traffic flows, and would likely result in a constraint on any proposed land uses and the existing R449; • It is considered that additional accesses, provided in a coordinated system along the R449, would better serve the lands and the existing road network in the area; • Suggested that future access be agreed in the future by a Collinstown Masterplan;’ • Leixlip LAP should consider opportunities for new routes to the south and west of the Collinstown

Sub. No.	Name	Summary of Submission
		<p>Masterplan lands, connecting the R449/ Green Lane Roundabout to the existing R148 / Royal Canal Way.</p> <p>Achieving National, Regional and Local Objectives</p> <ul style="list-style-type: none"> • Very few locations in Ireland are endowed with this combination of assets, so it is important to ensure that the proposed mixture, configuration and policies for uses will optimise and take fullest advantage of the concentration of public investment in infrastructure and private investment in development. <p>Framework Considerations for a future masterplan - Achieving Local Objectives</p> <p>The submission outlines the land uses adjoining Collinstown lands:</p> <ul style="list-style-type: none"> – An emerging high-density residential area to the east; – A mature large-scale manufacturing/ warehousing area to the north; – mature low-density residential area along the southern and western boundary; – Agricultural lands to the west; – Amenity Corridor along the northern Bank of the Royal Canal; – Infrastructure Corridors along major road, rail and electricity routes. <p>Local Consideration Affecting Future Layout</p> <p>The submission discusses and illustrates the local considerations in the existing context.</p>  <p>Figure 6 Local considerations affecting future layout</p>

Sub. No.	Name	Summary of Submission
		<p data-bbox="571 323 1232 355">Maximising Regional Use and meeting Local Need</p> <p data-bbox="571 363 1444 395">The submission provides an alternative Design Concept for the site.</p> <div data-bbox="952 467 1680 1010" style="text-align: center;"> <p>The map shows a site with several overlapping colored zones. A legend on the right identifies these zones: 'Amenity + Buffer' (green), 'Infrastructure' (orange), 'Large Enterprise' (blue, High Density, Low Occupancy), 'Medium Enterprise' (yellow, Medium Density, Medium Occupancy), and 'Small Enterprise' (purple, High density, high occupancy). A key at the bottom of the map explains symbols for 'Road Objective (M103.2)', '120 kV Powerline', '30 metre development set back', 'Existing trees and vegetation', and 'Reference line'.</p> </div> <p data-bbox="929 1029 1624 1045">Figure 7 Generalised Site Concept illustrating overlapping location, extent and intensity of future uses</p> <p data-bbox="571 1098 840 1129">Masterplan Content</p> <ul data-bbox="616 1137 2027 1364" style="list-style-type: none"> • Respectfully submitted that the uses allocated to these lands should be flexible enough to facilitate uses that rely on the scarce attributes that this site possesses. These render it uniquely suitable for higher grade, strategic business, technology, light industrial, and warehousing type uses; • Central to any concentrated efforts to achieve employment growth in the local and regional area, is the continued appropriate growth and development of Intel – in enabling the future development of our client’s lands, the potential of the lands can be leveraged, and the objectives of the proposed LAP can be

Sub. No.	Name	Summary of Submission
		<p>achieved;</p> <ul style="list-style-type: none"> • None of the higher order policy documents are prescriptive on how the subject lands should be 'unlocked'; • Contrary to this the submission states that the Draft LAP appears to take an unduly prescriptive approach to the 'vision' of how the masterplan lands can/ should be developed – as is reflected in not only the zoning matrix, but also the indicative site block form and layout; • The submission requests flexibility for the landowners; • Flexibility should include consideration of incorporating enterprise, business and (light) industrial/ warehouse uses as 'Open to Consideration', recognising that it is not always possible to 'pigeon hole' some businesses into one classification over another, and separately that there are often synergies and other mutual benefits to be accrued in providing for different uses within an employment zone. <p>Draft LAP Masterplan Format</p> <ul style="list-style-type: none"> • The submission states that traditional urban-design format master-planning may not be appropriate for the types and scale of uses that will be required on these lands, i.e. rapidly-changing, high-tech/biotechnology, research and development, information and communications technology, and manufacturing sectors; • The submission suggest that future, agreed masterplan will need to accommodate: <ul style="list-style-type: none"> – The patterns of land ownership boundaries – The inherently un-predictable nature of the structures likely to be required for – The need to provide the flexibility and responsiveness to emerging technology-driven uses – The need to facilitate regional scale employment development. <p>It is submitted that the future Collinstown Masterplan should be limited to the following agreed principles:</p> <ul style="list-style-type: none"> – The definition of the priority uses types for each zone of the lands – The identification of critical boundary conditions – by indicative sections especially on the north, west and south – Key Vehicular Entry Points to the lands [but not to 'sites'] – informed by traffic/ roads and junction modelling

Sub. No.	Name	Summary of Submission
		<p>– Key principle pedestrian/cycle permeability objectives and routes.</p> <p>Summary Observations</p> <ul style="list-style-type: none"> • Need for development proposals/ land uses to be specifically and demonstrably complementary; • Need for the LAP masterplan framework to reflect structured flexibility and for it to allow a future Masterplan to incorporate a ‘dynamic’ framework which can respond to context change. A lack of flexibility of land use considerations within an agreed framework is likely to stifle any potential development initiatives; • wider flexibility of use categories are required to be ‘Open for consideration within the ‘Collinstown Masterplan’ Zoning Matrix; • Masterplan Design Concept is considered to be contrary to the provisions of the Seveso Directive, and will result in large concentrations of people, and potentially sensitive land uses (e.g. Neighbourhood; primary care centre and civic plaza) in the vicinity, • Access points cannot be indicated at LAP level, but should be informed by the feasibility studies and assessments. <p>The submission includes Appendix 1 which provides details on Planning Authorities responsibilities in relation to Seveso sites and land use objectives.</p>
378(a)	Louise McKiernan	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
378(b)		This submission raises the same issues as Submissions 54(a) Black Avenue KDA. Please refer to Submission 54(a) for summary.
378(c)		This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.
379	Margaret Crinion	<ul style="list-style-type: none"> • Abhors the devious way in which the Council and the road authorities are planning a road through a park which has already been removed from the plan. What confidence can we have in our councillors if all our councillors do not object to this in our name? Plan is an attempt to continue planning for the road while hiding it from the people so it will not be objected to. • St. Catherine’s Park has been developed as a park for 20 years now and it would be crazy to put a 4 lane motorway through it.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • The development of Leixlip should protect what is good about the area like St. Catherine’s Park with its green spaces, community facilities and biodiversity. • Have counsellors not learned from Ballymun, Adamstown etc. that it costs more money and creates huge problems in the long run? • Plan is a kneejerk reaction to develop a town that is complex to develop due to geographical restrictions. • The development of Leixlip should guard against the flooding issues that are created by developing green areas that are protecting other residential areas through their absorption of water. • The reliance on a public transport system that cannot cope with the current population never mind an increase and s not planned to be improved in line with the planned houses but a significant time after their completion. • Plan should develop the area of Leixlip near HP which is a brownfield site and has access to the motorway and it would save on the cost of the road through St. Catherine’s park and money be available for schools and services in a planned way • Suggests the development of some small groups 10/12 of 2 bedroom bungalows with small gardens adjacent to established housing estates to allow current residents to downsize freeing up family homes for younger people. • The counsellors should be developing Leixlip in a responsible way that shows the way for future development of other towns and villages in Kildare.
380(a)	Amanda Hughes	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
380(b)		This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.
380(c)		This submission raises the same issues as Submissions 54(a) Black Avenue KDA. Please refer to Submission 54(a) for summary.
380(d)		This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.
381	Barbara McCourt	<ul style="list-style-type: none"> • Objects to the plans outlined due to the lack for services all ready in Leixlip and adding to the already

Sub. No.	Name	Summary of Submission
		stressed roads, schools & resources Leixlip wouldn't be able to cope with the extra volume for houses & traffic.
382(a)	Antonia Martin	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
382(b)		This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.
382(c)		This submission raises the same issues as Submissions 54(a) Black Avenue KDA. Please refer to Submission 54(a) for summary.
383	Brian McCourt	<ul style="list-style-type: none"> I want to object to the planning outlined for Leixlip, as Leixlip wouldn't be able to cope with the extra pressure off traffic and housing.
384	Kerry Kelly	<ul style="list-style-type: none"> Totally objects to these plans as no infrastructure in place to cope with this amount of houses
385	Oisin McCourt	<ul style="list-style-type: none"> Objects to the plans outlined for Leixlip
386	John and Carmel Stafford	<ul style="list-style-type: none"> Despite many objections to the previous plan (2017-2023 LAP) very little has changed other than to make the situation worse. For example, the housing density is increased from 30 units per hectare to 35 units per hectare. Existing mature tree line bordering Leixlip Park, Wogansfield and Highfield Park is to be removed. The objections regarding the intrusion into Leixlip Park and Wogansfield on the previous plan still stand for this plan. The proposed developments along the Celbridge Road, Wonderful Barn and Guinness land will mean a heavy dependence on buses as the local train stations are so far away. The development proposed for the Leixlip Castle demesne and any further rezoning of the lands at the Wonderful Barn is a not a good idea with respect to the present Leixlip/Celbridge road infrastructure. Adding the increase of traffic for the proposed new developments will cause total traffic congestion. I'm also concerned about the effect on Leixlip Castle & Demesne. Once zoning for residential purposes is granted so close to it, will we see this wonderful building eventually stuck in the middle of a housing estate? More needs to be done to protect this historic and cultural site. The Wonderful Barn, once again another historic site is under threat. This area needs to be protected and turned into a high-quality amenity area with recreational facilities and developed as a tourist attraction.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • All development under existing zoning should be restricted to two storey height or better still the whole area rezoned recreational/conservation • Community Facilities, before any rezoning of land for residential use, plans should be developed for new facilities, e.g. reinstating the new swimming pool at the Leixlip Amenities complex which was set out prior to the collapse of the “Celtic Tiger.” • Educational facilities must be developed before any further housing development is considered. • Concerned also about the effect on the sewage system. The system was upgraded at Old Hill in recent years and it seems not to have been a success as the hill is closed regularly while work is being carried out. With so many new houses being added this surely can only get worse. • The proposed plan must be seriously modified to get the backing of people in the area who only ask for sustainable development which this proposal is most definitely not.
387	John Weigel	<ul style="list-style-type: none"> • KCC have finally discovered the gem that is the community of Leixlip. Following the last big plan to redevelop Leixlip over 20 years ago, the community has coalesced into a safe and pleasant united community with all the amenities of a modern community. • The plan to accommodate 3,000 new dwellings threatens the very fabric of the community. Although Leixlip is an historic community with its own castle, it remains a village. • Good planning protects and enhances the infrastructure of an existing community to encourage responsible development in keeping with what is already in place. The plans as outlined with little regard for existing residents and change the demographics of the community. • What should happen is an increased population allowance at the centre of Leixlip to allow for more people who support small village businesses. This, in turn, would encourage new residents to participate in village life as well as assimilate and increase economic activity. • Concentrating development in the Confey area serves no purpose but to provide a concentration of small dwellings adjacent to an established community, creating an isolated dormitory for workers in Dublin. Quality of life issues for new-comers will be at variance with the present community and create a divisiveness that does not exist at present. • Up-scaling the density for non-historic dwellings closer to the village centre is one way to incentivize redevelopment.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> Planners need to start again and not be following national and international recommendations. The failure of the flat complex in Ballymun is a salutary example. Better planning (and investment) is needed for the village.
388	Roberta McCarthy	<ul style="list-style-type: none"> Concerned the negative impact that will result on movement and transport in the area. Already the Leixlip area experiences significant traffic congestion with the current level of housing, so it can only make things worse to extend this further. Before any housing development can be considered, appropriate improvements for transportation must be established, including public transport, roads, footpaths and cycle paths. Concerned about the negative effect that plan will have on natural heritage and green spaces in the area. These are greatly valued and used and must be protected. It is not acceptable to develop on these green spaces or to have any negative impact on the natural heritage of the area. This would be detrimental to the local community, including for the mental and physical health and wellbeing of the people who can benefit from these spaces and the wildlife that depends on its protection. Concern about the proposed development plans for the Leixlip area including Confey, in particular with regard to the effect that this will have on infrastructure and the environment. Any increase in population must be accommodated with adequate transportation facilities including public transport, as well as other services including schools, health care and recreation - essential for health and wellbeing - this must include protection of adequate green spaces and parks, development of appropriate facilities for all ages of the population; this should include a public swimming pool which would encourage participation in activities which would promote health and wellbeing etc.
389	Graziano Conti	<p>This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.</p> <p>Also raises the following point:</p> <ul style="list-style-type: none"> Confey has been strategically located within the Dublin Metropolitan Area (DMA). It contains an Urban Design Framework but no actual Masterplan as directed by Minister English. Refers to the RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) this was completed in November 2016 and was incorporated as part the original LAP. Subsequently this LAP was redrafted due to boundary issues with the report left out. Nothing has changed in relation to these lands

Sub. No.	Name	Summary of Submission
		<p>since this report was completed which referred to no more than 250 houses should be built on these lands with the upgrading of Cope Bridge.</p> <ul style="list-style-type: none"> • The existing cemetery at Confey built on underground springs and has caused major concern for people burying loved ones. The graves as well as the area are waterlogged during prolonged spell of rain and this needs to be addressed immediately before embarking on adding to the problem. • The Draft LAP makes no specific provision for: <ul style="list-style-type: none"> - A swimming pool site. - A civil building with theatre or performance space. - Homes for the elderly/retired – 25% of Leixlip population 55+ - Affordable homes. - Social housing. - A Sensory Garden. - Adequate parking in the village, train stations or the proposed new Confey development. - Maintaining existing estates, green areas or new developments. - Improving and maintaining existing servicing infrastructure which is aging and faulty. - Crèche facilities. • The Primary Care Centre - location in Collinstown is not suitable to stakeholders – young, old and infirm and without transport. A location central to the town and on a public transport route is critical. • In addition, nothing included to deal with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC
390	Hannah O'Dwyer	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
391	Robert Smith	<ul style="list-style-type: none"> • Objects to the proposed planning of residential houses at Black Avenue KDA. There are protected species of bats that roam this area. • It is not in the best interest of Leixlip or existing residents to develop housing at a rapid and large scale to meet the national interests. • The draft plan does not reflect or acknowledge the complexity of the size of Leixlip lying in such close proximity and sharing the same road network and public transportation with other towns.

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392	Jenny Nealon	<p>The plan for so many more houses going to Leixlip is outrageous because:</p> <ul style="list-style-type: none"> • No infrastructure to handle it, sort that out first, and then look at the number of houses that can be accommodated. • Infrastructure (water, electricity) cannot handle the demand. Where will that leave us between the new plans for Intel and Leixlip? • Leixlip is under pressure as a whole - the population is so high that it's very difficult to even get a GP appt when you need one. • The traffic is terrible. It's horrendous trying to get down the hill and onto the N4 in the mornings. How will this be handled with all the extra traffic for Intel and the new houses? • St. Catherine's Park is a great amenity. Leave it untouched. No roads, no bridges, no air pollution, no noise. • The plans for Leixlip are unrealistic and show no concern for the population already living there, which is already under pressure. Adding huge amount of houses in an area and an under-resourced Garda station will increase crime in an area that is already seeing an increase in antisocial behaviour and crime in general. • This whole plan for Leixlip needs to be looked at with fresh eyes. It's a narrow minded plan that neglects to see the real issues in the area and doesn't give any regard at all to the people living in the area.
393	Laura Conti	<p>This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.</p> <p>Also raises the following point:</p> <ul style="list-style-type: none"> • Confey has been strategically located within the Dublin Metropolitan Area (DMA). It contains an Urban Design Framework but no actual Masterplan as directed by Minister English. • Refers to the RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) this was completed in November 2016 and was incorporated as part the original LAP. Subsequently this LAP was redrafted due to boundary issues with the report left out. Nothing has changed in relation to these lands since this report was completed which referred to no more than 250 houses should be built on these lands with the upgrading of Cope Bridge. • The existing cemetery at Confey built on underground springs and has caused major concern for people burying loved ones. The graves as well as the area are waterlogged during prolonged spell of rain and this needs to be addressed immediately before embarking on adding to the problem.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • The Draft LAP makes no specific provision for: <ul style="list-style-type: none"> - A swimming pool site. - A civil building with theatre or performance space. - Homes for the elderly/retired – 25% of Leixlip population 55+ - Affordable homes. - Social housing. - A Sensory Garden. - Adequate parking in the village, train stations or the proposed new Confey development. - Maintaining existing estates, green areas or new developments. - Improving and maintaining existing servicing infrastructure which is aging and faulty. - Crèche facilities. • The Primary Care Centre - location in Collinstown is not suitable to stakeholders – young, old and infirm and without transport. A location central to the town and on a public transport route is critical. • In addition, nothing included to deal with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC
394	John Cribben	<ul style="list-style-type: none"> • A long term resident of area and member of Confey GAA Club he stands firmly behind the club's submission on the Draft Plan. • Notes that there is a vital lack of detail in the Draft LAP and in the Confey UDF. • In principle has no objection with proposed housing developments in and around North Kildare and specifically the Confey environs. • This proposed expansion must harmonise and enhance the natural environment of Confey, the broader area of Leixlip and North Kildare and the wellbeing of its people. <p>The submission outlines 8 no. points of concern/proposals that should be included in the LAP.</p> <ol style="list-style-type: none"> 1. Additional educational facilities (namely schools) are not provided for even though the population of young people will be increasing by at least 5000 - 6,000. This figure is in line with proposed expansion of 3,000 homes plus minimum two children per household. A solution is that Scoil San Carlo National School becomes an infant school; Confey Community College becomes the primary school and the building of a new Secondary school which would service the educational requirements of the additional teenagers and adult

Sub. No.	Name	Summary of Submission
		<p>education improvement projects.</p> <ol style="list-style-type: none"> 2. There are no provisions for the building of a new local shopping area. This is a must to alleviate traffic congestion in and around the Riverforest Shopping complex, Leixlip Town and service this expanding proposed new community. Playgrounds, a medical centre, library, community centre, green playing areas and a crèche facility are important facilities that are required to be in place. Such projects should be completed prior to the commencement of proposed development. 3. The expansion of the numbers of An Garda Siochana is a must prior to the arrival of this “new town of people”. The roots of social problems, gangs, crime and general law and order issues now manifesting themselves, in other areas, like North Co. Dublin. Planning carries all sorts of pejorative association in this regard if the above is not addressed. 4. Proposes the installation of charging points in these new build units to charge our new expected expanding population of electric vehicles. 5. What will be the environmental impact to flooding issues due to more rain water been harvested and directed downwards through Confey into the River Liffey in wet weather? Is there any impact to the Canal, River Liffey, wildlife and communities downstream from all these new builds in County Kildare. <ul style="list-style-type: none"> – Proposes that each dwelling have a number of water butts on downpipes and thought should be given to harvesting tank/tanks. This collected rainwater could service toilets in public buildings and for watering municipal green pitches and planted areas. 6. All additional clean water, sewerage and electric infrastructures should be finalised before any occupation of these new housing projects takes place. 7. Has any environmental impact report been carried out on what impact this development will have on wild life. 8. Propose the instillation of cycle tracks to encourage a healthy life style for children and ourselves. This could also help with a future carbon footprint in our atmosphere. <ul style="list-style-type: none"> • Outlines fear of residents that the developers will build houses but all other plans for expansion of essential infrastructures will be then forsaken.
395	Ellen O’Dwyer	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.

Sub. No.	Name	Summary of Submission
396	Emer McCormack	This submission raises the same issues as Submission No. 356. Please refer to Submission No. 356 for summary.
397	Sami Hentunen	This submission raises the same issues as Submission No. 356. Please refer to Submission No. 356 for summary.
398	Cara O'Sullivan	<p>This submission raises the same issues as Submission No. 123. Please refer to Submission No. 123 for summary. The following points were also raised:</p> <ul style="list-style-type: none"> • Both existing secondary schools in Leixlip are operating at near full capacity and we do not have a functioning health service in Leixlip. • Additional provision for childcare is also required. There are 3 crèches in Leixlip and the demand as it stands far exceeds supply, leading many to source childcare well outside the area. Additional specification for affordable sustainable childcare is required. • Many of the facilities in St. Catherine's Park are located in the Lucan side of the park. Additional development of this area is desperately required by KCC to maximise its potential for use by residents of North Kildare. • There has been no development of the small park area left at the Wonderful Barn. This area also needs to be developed for use by the residents. • The development of the small greenway on the banks of the Liffey in Leixlip has been driven by Leixlip Tidy Towns and not by KCC. Further development of this area will help to regenerate the village which is dying on its feet. • Additional sports facilities such as extra pitches also need to be added. At this time, local clubs such as the GAA, Leixlip United and Le Cheile, to name but a few, are operating at full capacity and training and match opportunities are curtailed due to a lack of pitches.
399	Kevin O'Rourke	<p>This submission raises the same issues as Submission No. 123. Please refer to Submission No. 123 for summary. The following points were also raised:</p> <ul style="list-style-type: none"> • Both existing secondary schools in Leixlip are operating at near full capacity and we do not have a functioning health service in Leixlip. • Additional provision for childcare is also required. There are 3 crèches in Leixlip and the demand as it stands far exceeds supply, leading many to source childcare well outside the area. Additional specification for

Sub. No.	Name	Summary of Submission
		<p>affordable sustainable childcare is required.</p> <ul style="list-style-type: none"> • Many of the facilities in St. Catherine’s Park are located in the Lucan side of the park. Additional development of this area is desperately required by KCC to maximise its potential for use by residents of North Kildare. • There has been no development of the small park area left at the Wonderful Barn. This area also needs to be developed for use by the residents. • The development of the small greenway on the banks of the Liffey in Leixlip has been driven by Leixlip Tidy Towns and not by KCC. Further development of this area will help to regenerate the village which is dying on its feet. • Additional sports facilities such as extra pitches also need to be added. At this time, local clubs such as the GAA, Leixlip United and Le Cheile, to name but a few, are operating at full capacity and training and match opportunities are curtailed due to a lack of pitches.
400	Louise McKiernan	<ul style="list-style-type: none"> • This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.
401	Caitriona McGinley	This submission raises the same issues as Submission No. 123. Please refer to Submission No. 123 for summary.
402	Caitriona McGinley	This submission forms part of Submission 401 (above).
403	Kay Brennan	<p>Confey Urban Design Framework</p> <ul style="list-style-type: none"> • Area consists of farmland with a few one-off houses, the Cemetery and Confey GAA. • Outlines concerns in relation to UDF regarding the altering of the landscape and character of the area. • GAA Club should be left where it is so that new and existing residents can both have access it to its facilities. • If the UDF is to take place it should be accessed by means other than Captain’s Hill and Cope Bridge. <p>Cope Bridge</p> <ul style="list-style-type: none"> • Questions how proposal to alter Cope Bridge would help traffic flow. • There are already traffic jams at peak times, by proposing to build over a thousand units over this bridge will cause chaos, resulting in tailbacks into the village, resulting in a lot more pollution. Captain’s Hill is a narrow

Sub. No.	Name	Summary of Submission
		<p>road and cannot be altered.</p> <ul style="list-style-type: none"> • Outlines experience of existing congestion in area at 6.30 in morning heading into Village and to N4 • Suggests that Cope Bridge needs a separate pedestrian bridge on the GAA side and the bridge reinstated as a two-way flow. • Both options proposed for the bridge (6 & 7) seems to suggest that you would use the green space at Glendale estate. In neither option do you show how this could be achieved. There is no visual of the impact this could have on the residents of Glendale, who have maintained and utilized this green for over 40 years. • Space provides a buffer zone from the heavy traffic using Cope Bridge. This green space is stated as such on the current LAP while the proposed LAP has it as a “B” space, this must not be allowed to happen. It has been proven that the provision of green space is vital for mental wellbeing. <p>Black Avenue KDA</p> <ul style="list-style-type: none"> • This KDA will cause chaos in the Village as the entrance into Mill Lane is too narrow. Should you build 350 units as you propose you are talking about at least 400/500 vehicles using this road on a daily basis. • You have also included a vehicle entrance into St. Catherine’s Park car park, I cannot see any reason for this whatsoever, surely the residents will not want traffic going through their estate to get to the park, far too dangerous for children playing and also the pollution. <p>Other issues</p> <ul style="list-style-type: none"> • Under no circumstances should a road be built through St. Catherine’s Park as this is a vital amenity to the people and must be preserved for future generations to enjoy. • No swimming pool, theatre or cinema in Leixlip, just a large population that KCC wishes to make larger. • Not feasible to bring more traffic into the village and up Captain’s Hill, in an ideal world we would all cycle and walk but we do not live in an ideal world. The Hill does not lend itself to being walked or cycled except by very able-bodied people because of its steep gradient. • Should not build just for the sake of building, before putting the amenities/infrastructure in place as it is akin to putting the cart before the horse. • Leixlip has an aging population, as you state, surely there will be a bounty of housing stock coming onto the market in the coming years, a natural progression.

Sub. No.	Name	Summary of Submission
404	Ciaran McCleane	This submission raises the same issues as Submission No. 123. Please refer to Submission No. 123 for summary.
405	Roisin O'Neill	This submission raises the same issues (relating to Confey UDF) as Submission No. 118. Please refer to Submission No. 118 for summary. <ul style="list-style-type: none"> • Also states that the proposal to move the GAA club is the most concerning as it is a critical part of the community based on its location for last 30+ years.
406	Deirdre Grehan	<ul style="list-style-type: none"> • Recognises the need for houses and the fact that people want to live in Leixlip due to its excellent transport links. However they are already operating at maximum capacity needs addressing. • The plans for Confey leave a lot to be desired. Already there is major traffic delays at peak times getting in and out of the River Forest estate. Cope Bridge is hardly able to cope with the volume of traffic already using it.
407	Roisin Sillis	This submission raises the same issues (relating to Confey UDF) as Submission No. 118. Please refer to Submission No. 118 for summary. <ul style="list-style-type: none"> • Also states that the proposal to move the GAA club is the most concerning as it is a critical part of the community based on its location for last 30+ years.
408	Annette Olphert	<ul style="list-style-type: none"> • Objects to 3,000 houses being proposed in Leixlip as there isn't the infrastructure present and the infrastructure present in the town. • Objects in the strongest terms to any road being put in St. Catherine's Park. States that he has already put submission in about this and doesn't like being asked twice.
409	Tom Noonan	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
410	Vincent Olphert	This submission raises the same issues as Submission 408. Please refer to Submission 408 for summary.
411	Kevin Olphert	This submission raises the same issues as Submission 408. Please refer to Submission 408 for summary.
412	Philip Daly	This submission raises the same issues as Submission 408. Please refer to Submission 408 for summary.
413	Jessica Corrigan	This submission raises the same issues as Submission 408. Please refer to Submission 408 for summary.

Sub. No.	Name	Summary of Submission
414	Mary Corrigan	This submission raises the same issues as Submission 408. Please refer to Submission 408 for summary.
415	Danny Duffin	This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.
416	Sarah Corrigan	This submission raises the same issues as Submission 408. Please refer to Submission 408 for summary.
417(a)	Edel McGuinness	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
417(b)	Edel McGuinness	This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.
417(c)	Edel McGuinness	This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.
418	Nicky Corrigan	This submission raises the same issues as Submission 408. Please refer to Submission 408 for summary.
419	Stuart Walton	This submission raises the same issues as Submission 408. Please refer to Submission 408 for summary.
420(a)	Michael Duffin	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
420(b)		This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.
420(c)		This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.
421(a)	Linda Duffin	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
421(b)		This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.
421(b)		This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.

Sub. No.	Name	Summary of Submission
422(a)	Danny Duffin	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.
422(b)		This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.
423	Celbridge Community Council Forum	<ul style="list-style-type: none"> • Notes that Celbridge Community Council was established as a voluntary community group in 1975 and has for over forty years been actively involved in many aspects of community life in Celbridge. • Notes the provisions of the core strategy of the County Development Plan which allocates a large portion of projected growth to Northeast Kildare. • States that if a similar demographic profile to that which currently prevails in Co. Kildare persists, population increase in the Dublin Metropolitan Area of Co. Kildare will be well in excess of 30,000 in the coming years. • Growth demonstrates a clear requirement for transport and servicing infrastructure but experience over past number of years shows that such expansion has been developer-led and lacked provision of supporting infrastructure. <p>Development Conditions</p> <ul style="list-style-type: none"> • The Draft LAP lacks clarity on conditions for development of the KDAs. <i>Table 12-1: KDA Phasing, Infrastructure, Delivery Schedule and expected Funding Sources</i> makes few firm commitments and, for example, allows developers to defer provision of open space and recreational areas until the end of development, which may be years after work commences. While Table 12-1 references the STA, it is not specific enough about what the “<i>measures identified in ‘Leixlip Strategic Transport Assessment’</i>” actually are! Many measures are recommended in the STA but this does not equate to a clear commitment in the LAP on which recommendations will be progressed. • The phasing matrix in the STA would benefit from an explanation on how to interpret it but it doesn’t read as a sequenced “plan”. Table 12-1 should be more explicit infrastructure prerequisites for each KDA in the same manner that the Celbridge LAP 2017-2023 states in the Simmonstown KDA. • Based on our experience of a KDA planning application under the Celbridge LAP, unless conditions are clearly imposed on developers from the outset, there is no framework for monitoring and enforcing sustainable development. • While some conditions are evident in the Draft Leixlip LAP (e.g. objective MT3.13), conditions should be

Sub. No.	Name	Summary of Submission
		<p>clearly expressed and consolidated in Table 12-1 for transparency and ease of interpretation. The lack of clarity and deficit of clear conditions for KDA developments disempowers members of the community who wish to play a role in monitoring KDA planning applications for sustainable development. Given how approval of Strategic Housing Developments is taken out of KCC's hands, the LAP is the place where intentions must be stated unambiguously.</p> <ul style="list-style-type: none"> • KCC must communicate forethought as to what infrastructure is a prerequisite in order for a KDA to be developed. Infrastructural deficits in Leixlip on the back of failed monitoring and enforcement of developments will impact the residents of Celbridge, Maynooth and Lucan. Submission provides – some examples of this. <p>Recommendation: <i>In order for development of Leixlip and North Kildare to be planning-led rather than developer-led, the content of Table 12-1 should explicitly include unambiguous conditions that developers of KDAs are expected to meet in their planning applications to An Bord Pleanála.</i></p> <p>Transport Infrastructure</p> <ul style="list-style-type: none"> • Whilst acknowledging that transport assessments have now been carried out for both Maynooth and Leixlip, Celbridge Community Council draws attention to the fact that neither of the following has happened <ul style="list-style-type: none"> – <i>Action item 1.1.2 from the Kildare Local Economic and Community Plan (LECP) 2016-20211 for a “strategic Land Use and Transportation Study of north east Kildare including the Metropolitan area towns of Leixlip, Maynooth, Celbridge and Kilcock to inform the strategic development of this area” to be carried out in 2017. This action item was to meet the objective (1.1) of providing infrastructure and services that keep pace with sustained population growth and facilitate a high quality of life for all residents.</i> – <i>MTO3.1 from the Celbridge Local Area Plan 2017-2023 to prepare a Transport Management Plan and Public Transport Strategy for Celbridge by August 2018</i> • Transportation needs must be assessed at the level of the whole of the North East Kildare area rather than just on a town-by-town basis. The impact of the NTA's Bus Connects Lucan Core Bus Corridor must also be factored in. • Welcomes the proposed Barnhall Road Link and the benefits it may bring but has issues with other

Sub. No.	Name	Summary of Submission
		<p>proposed roads projects such as widening of the M4 and the proposed Celbridge Link Road and the issues they may bring.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> • <i>MT3.12 should be rephrased to reflect the potential benefits of the proposed Barnhall Road Link for the residents of both Celbridge and Leixlip. In addition to the pre-condition in MT3.13 which states that the Barnhall Road Link should be completed prior to commencement of the Celbridge Road East KDA, an additional pre-condition should be added that the Barnhall Road Link should be completed prior to commencement of road works to widen the M4 between J6 and J5.</i> • <i>Reassess the “Optional – Would serve for general improvements to traffic flows throughout western Leixlip” categorisation of the Barnhall Road Link on the phasing matrix in the Strategic Transport Assessment in light of the significance of this road for the residents of Celbridge – we suggest it be categorised as “Required”</i> • <i>Zone land for a park and ride facility alongside the motorway at either Junction 5 or Junction 6 on the M4 and meet with the NTA encouraging them to engage constructively with members of the public regarding what level of bus service would be needed from the site to make it a viable option for them – our suggestion is that frequent express bus services starting in the North East Kildare towns of Leixlip, Celbridge & Kilcock should serve the park and ride.</i> <p>The submission also includes a copy of the group’s submission to the NTA on the Bus Connects Lucan Core Bus Corridor Project.</p>
424	Marina Campbell	<ul style="list-style-type: none"> • Welcomes publication of LAP but has some concerns. • Existing services can barely cope with the current housing stock, and must be improved before more development can be approved. • Town has problems with servicing infrastructure such as water, electricity, wastewater and sewerage (odour in village) etc. • No consideration given in the LAP to the expansion of Intel on the services. • I would ask that the protection previously given to St. Catherine’s Park be restored. Many trees, grasslands & hedgerows would be removed under this LAP which is contrary to the council’s own policies. • The NPF states that development is to be achieved through infill & brownfield development rather than an over-reliance on greenfield sites – the LAP does the opposite.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • There is no on-site flood risk analysis identified with the LAP. • There is no ecological analysis completed on the effects of the LAP. • This plan is completely developer-led – there must be more capacity for social & affordable housing and for downsizing homes & sheltered accommodation for the elderly\retired. • There is insufficient provision for a swimming pool, civic buildings including theatre & performance space, charging points for electric vehicles. • There is 1 childcare facility considered, providing 20 places – this is ludicrous assuming that new housing will bring new families. • Other facilities for such families must include a primary care centre – the suggested location of Collinstown is unsuitable for stakeholders. • Additional a primary care centre should facilitate the return of children’s dental services to Leixlip. Services are currently available through Naas. • Public transport infrastructure must be delivered in much increased volume. • Busses and trains will largely serve growing centres of population before reaching Leixlip. • Confey train station is constrained by proximity of the canal and housing estate and must have adjacent ‘park and ride’ facilities. • Roads are never a solution to traffic as they just bring more cars. Cope Bridge and Captain’s Hill are also physically constrained & cannot cope with much more volume. • The concept of relocating the GAA club is ridiculous; it is far from ‘underutilized’ as is claimed in the LAP. It would be far preferable that it becomes a new heart of development, allowing new members to safely walk and cycle to the grounds as existing members do. • The LAP must deal with existing issues facing the town and plan for sympathetic development in combination with the necessary infrastructure.
425	Colin Campbell	This submission relates to various aspects of the Draft LAP and raises the same issues as Submission No. 424 above. Please refer to Submission No. 424 for summary.
426	Terence Smith	<ul style="list-style-type: none"> • Plan is ill thought-out and doesn't take into account the huge impact on the community. • As a member of Confey GAA I am completely opposed to a move of our current club at Creighton Park, It is a

Sub. No.	Name	Summary of Submission
		<p>highly valued amenity which is very close proximity to its members (my 2 kids walk to training / matches) a move further afield will result in kids having to be driven to the new facility.</p> <ul style="list-style-type: none"> • I also see no provision for a swimming pool for the town having campaigned for years for this, a huge rise in population would surely increase the need for a pool. • Other amenities would also be needed parks, kids playgrounds and some sort of cultural centre (theatre) • Town centre needs rejuvenation (provision for the reuse of the many buildings, premises left go to states of disrepair. Would love to see a vibrant, busy town centre with bars, cafes and shops similar to other villages such as Maynooth and Lucan • St. Catherine's Park is a wonderful amenity which needs to stay untouched by any future plans. • Housing must be provided in a well thought out way with all the proper infrastructure and facilities in place prior to the commencement of development. • There is a fantastic community in Leixlip and it still has a village feel, it would be a shame to lose it to what could become a soulless Dublin suburb.
427	Seamus O'Neill	<p>This submission raises the same issues (relating to Confey GAA Club) as Submission No. 147. Please refer to Submission No. 147 for summary.</p> <p>Also outlines concerns with the LAP in relation to the following issues:</p> <ul style="list-style-type: none"> • The previous objective removed from Plan - '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.' • This change is despite 1,021 submissions in 2017 regarding protection of St. Catherine's Park from road development. To totally ignore the people is dictatorial and undemocratic. As Adjacent settlements all expand out towards Leixlip, it is essential that this green space and amenity for the people of North Kildare and West Dublin is preserved.
428	Jenifer Hill	<p>This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.</p> <p>Also outlines concerns with the LAP in relation to the following issues:</p> <ul style="list-style-type: none"> • Seriously opposed to the suggestion of moving the club to the periphery of Confey. Children should be able to walk safely to their local club in the heart of the community. Placing it at the edge (similar to where Lucan Sarafields is located relative to Lucan village) reduces the ability for children to walk to this local amenity

Sub. No.	Name	Summary of Submission
		<p>and also draws even more people into their cars dropping off/collecting children.</p> <ul style="list-style-type: none"> • Glendale Estate is a long established community and should not be opened up as a throughway from bikes and walkers taking a shortcut to the village through the estate. These houses were bought and lived in as a closed in, cul-de-sac type environment and should not be opened up as a through way up and down from the village to the new development. • Traffic - the infrastructure is not and will not be sufficient to take all of the extra cars that a new development will bring it will also further exacerbate the problems coming into Lucan down Laraghcon Hill which have in turn a serious knock on effect to the traffic situation in Lucan as a whole. • Under no circumstances should a road be put through St. Catherine's Park. There has to be some areas left for the generations of the future to enjoy and for children and families to explore, exercise and enjoy without the noise and environmental pollution that a roadway through a beautiful unspoilt park will bring.
429	Sonja Brennan	<p>Confey KDA</p> <ul style="list-style-type: none"> • The KDA for Confey seeks to create a suburban hub on the northside of the Royal Canal, effectively erasing the current northern boundary for Leixlip. This area provides a welcome buffer zone from the neighbouring suburbs of Dunboyne, Clonee and Lucan. • Welcomes the inclusion in the plan of increased land for the cemetery, a requirement that is often overlooked in development plans. However, we have a number of concerns regarding the other aspects of the plan. • The proposed development would significantly alter the area, opening up the potential for infinite urban sprawl and a completely loss of identity for the area. The large-scale development would result in increased noise levels and congestion, with the risk of increased pollution for the canal. • The proposal to move the GAA centre to another location north of the existing one. This is contradictory to the other design principles which seek to create good permeability between the existing and proposed developments. • Moving the GAA would be a loss for the existing residents and long-time benefactors of the GAA, for the benefit of the new residents only. If residential development did take place on the lands around it, the GAA amenity centre would be a central point for the new and existing communities. • The proposal to move the GAA further north is also contradictory to one of the other design principles which

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		<p>aim to ensure there is a school within a 10-minute walk for all children. Currently the GAA centre would be a 10-minute for the residents of Confey. Moving it further north would result in it being less reachable for many children who currently enjoy its amenities.</p> <ul style="list-style-type: none"> • The proposal to alter Cope Bridge in order to accommodate a significant increase in traffic volumes. Both options (6 & 7) seek to encroach on the green space in Glendale Estate, as well as the GAA pitches. The red line shown on the map indicates only a small portion of the green area would be affected, which may be acceptable. However, given that one of the proposals is to build a second bridge, which I assume would be at least equal in width to the existing bridge; I believe the red line shown on the drawing is misleading, and that in fact a large portion of the green area would be removed. This would have significant adverse affects on the residents of Glendale. • On Map 4 'Land Use Zoning Objective', the green area at the entrance to Glendale and also the green area in St. Mary's Park and the green area at the entrance to Newtown are all shown as area 'B' – 'Existing/Infill Residential', whereas the green area between Glendale and Glendale Meadows is shown as 'F' – 'Open Space & Amenity'. This is different to the current Leixlip LAP which shows these areas as green space. It is extremely important that these green areas continue to be designated as such. • The proposed pedestrian/cycle bridge linking the new development with the green area between Glendale and Glendale Meadows, with Glendale becoming a primary/secondary cycle route. I could not find any further detail in the published documents as to the vision for this cycle route. However, it should be noted that Glendale is already a very busy road, despite the fact that it is a cul-de-sac. The residents of Glendale, have contributed to its upkeep for that period of time, should continue to be the primary users of that road. • As noted in the Draft LAP, the current bridge at Confey 'Cope Bridge' could not accommodate the increased volume of traffic. The proposed solutions to this (to either erect a second bridge or to completely replace the existing bridge with a new wider bridge) themselves raise concerns (above). Nonetheless, even if an alternative could successfully be put in place to address this issue, the impact on Captain's Hill and the village cannot be overcome. • Development of Captain's Hill is extremely limited and noted as a 'pinch point' with "significant queue lengths evident at peak time" (section 4.8.3 of the SEA Environment Report), which can be confirmed by the existing residents of Confey and other areas of Leixlip. Altering Cope Bridge to allow for more than 1,000

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		<p>additional vehicles to use it would result in a permanent tail-back from Leixlip Village to and beyond the bridge. The existing residents of Confey would effectively be locked in to their current estates.</p> <ul style="list-style-type: none"> The limitations of Captain's Hill and the roads in and out of Leixlip village cannot be overlooked. The proposed development is therefore not feasible and should be removed from the final plan. <p>Black Avenue KDA</p> <ul style="list-style-type: none"> The proposed Black Avenue KDA would significantly increase the traffic in the village, and also approaching the village from the city. The proposed solution to place a roundabout at the Mill Lane Junction will not alleviate the issues the development would create. It should also be considered that Mill Lane is currently part of the ACA, and the increased noise, vibration and pollution from the traffic during construction could have long-term damaging effect on the residents in this area. The proposal to link Black Avenue KDA with the car park in St. Catherine's Park is unclear. I could not find any explanation as to the need or benefit of this. It seems counterintuitive to create a new entrance to the park via an estate which is accessed by narrow roads. It also does not support the protection of the park. This presents dangers for children playing in this area. For these reasons, it should be removed with the proposed development being a cul-de-sac. <p>Strategic Transport Assessment</p> <ul style="list-style-type: none"> The Strategic Transport Assessment proposes (in Fig 5.14) a link to the M4 through St. Catherine's Park. This park is an amenity for the residents of Leixlip, and the public. Allowing a road to be built through it would completely destroy it on a permanent basis.
430	Kilross Properties Ltd.	<ul style="list-style-type: none"> Submission made by Declan Brassil & Associates on behalf of Killross Properties and relates to lands at Collinstown, Leixlip. The submission highlights a number of issues with the Draft LAP as it relates to the subject site. The submission states that the proposed 60 metre wide reservation from overhead electricity lines traversing the subject lands is unjustified and unreasonable and would cause disproportionate interference with the landowner's property rights which is, it states, inconsistent with national policy objectives which seek to ensure efficient and sustainable use of land and services. The submission suggests that there is no

Sub. No.	Name	Summary of Submission
		<p>legal or technical basis to support the proposed reservation. The submission therefore suggests that the reservation in the Draft LAP be removed and no such reservation be indicated.</p> <ul style="list-style-type: none"> • The submission also highlights that the provision of such a corridor sterilises over 2 ha of zoned and serviced land. The submission suggests that there is no technical reason to maintain any corridor beneath the lines and it is clear that the sole reason for the designation of the land under and adjacent to the lines as '<i>strategic open space</i>' is solely due to the presence of the lines. • The submission also references a number of planning applications which relate to these OHLs and state that permission was granted without the inclusion of any restriction of development under or adjacent to the lines and on the basis that the relocation of the lines onto the adjoining Killross lands would not be subject to any loss of development potential on the lands by virtue of the ESB Policy / Code of Practice that affected landowners would either be appropriately compensated, or that the overhead electricity lines will be relocated/diverted in a manner to avoid any such adverse impacts on the future development potential of such affected lands. The submission states that the stated 60m corridor is arbitrary and inconsistent with the application of development principles and guidance and precedent decisions of KCC. The submission highlights that the same lines cross through Intel lands to the north which have not been subjected to a similar restriction on development. • The submission also highlights that Special Planning Policy Requirement (SPPR) 2 in the Urban Development and Building Height Guidelines (December 2018) requires that planning authorities avoid 'mono-use' zoning objectives on large development sites, and provide for a mix of uses 'in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities' and states that it is therefore not appropriate to apply a '<i>mono-use</i>' zoning objective to the lands (Q Enterprise & Employment) and makes reference to the status of Leixlip in the RSES and also the RPGS (superseded). • The submission requests that the zoning objective is amended to provide a mixed use development at Collinstown and specifically requests that Objective UCR 2.5 is omitted with an objective for a masterplan to be prepared for each landholding within Collinstown. The submission further suggests that the zoning and objective for Collinstown should provide for a new mixed use district centre with an associated retail floor space between 5,000 and 10,000sqm with an appropriate quantum of residential, leisure and community

Sub. No.	Name	Summary of Submission
		<p>components. This submission states that this sort of proposal would support the delivery of a future railway station at Collinstown. The submission further states that the Collinstown lands would <i>'benefit from a residential allocation (in favour of some of the more peripheral Key Development Areas along the southern urban fringe)'</i>.</p> <p>The submission acknowledges and supports MT2.6 of the Draft LAP which is to encourage and continue to liaise with the NTA and Irish Rail regarding the delivery of a new railway station at Collinstown. The submission requests that Policy MT2.6 be appropriately acknowledged in Table 12-3 of the Draft LAP to address the potential delivery of a rail station at Collinstown as a long-term infrastructural objective.</p> <p>The submission raises concerns regarding Figure 12.6 of the Draft LLAP. Whilst the submission acknowledges that the design is indicative only, the submission suggests that certain aspects of Fig 12.6 should be amended and/or removed entirely as they do not accurately represent the layout of the blocks of development possible within Collinstown to the correct scale and have pre-supposed the location of various inter-connected uses without the benefit of technical or commercial analysis. Issues such as the location of the pedestrian link, the location of the blocks and the submission states that existing field hedgerows should not be included as 'a primary form giver to the pattern of development and operation of a large-scale Business & Technology campus' but should be subjected to assessment from a qualitative and biodiversity/ecological perspective. The submission states that the hedgerows identified as 'constraints' are subject to assessment at detailed design and planning stage as to their suitability for retention in a modern Business & Technology campus environment. The submission is also accompanied by an Appendix which sets out a summary of relevant provisions of the Draft Leixlip LAP, 2020-2026</p>
431	Frankie Barry	<p>This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.</p> <p>Also outlines concerns with the LAP in relation to the following issues:</p> <ul style="list-style-type: none"> • Seriously opposed to the suggestion of moving the club to the periphery of Confey. Children should be able to walk safely to their local club in the heart of the community. Placing it at the edge (similar to where Lucan Sarafields is located relative to Lucan village) reduces the ability for children to walk to this local amenity and also draws even more people into their cars dropping off/collecting children. • Glendale Estate is a long established community and should not be opened up as a throughway from bikes

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		<p>and walkers taking a shortcut to the village through the estate. These houses were bought and lived in as a closed in, cul-de-sac type environment and should not be opened up as a through way up and down from the village to the new development.</p> <ul style="list-style-type: none"> • Traffic - the infrastructure is not and will not be sufficient to take all of the extra cars that a new development will bring it will also further exacerbate the problems coming into Lucan down Laraghcon Hill which have in turn a serious knock on effect to the traffic situation in Lucan as a whole. • Under no circumstances should a road be put through St. Catherine's Park. There has to be some areas left for the generations of the future to enjoy and for children and families to explore, exercise and enjoy without the noise and environmental pollution that a roadway through a beautiful unspoilt park will bring.
432	Ciaran McCleane	<ul style="list-style-type: none"> • Outlines concerns regarding the infrastructure & amenities (or lack thereof) if this plan was to be implemented in what is just a village. • The road network as is along with the minor amendments proposed just cannot cope with that type of increase. • Amenities, especially for our young people are a major issue. We were promised a swimming pool Some 10 years ago and this was never delivered. This is a must and would show the people of Leixlip that KCC can honour its promises. • If plan were to be carried out, the lack of amenities will result in a dramatic surge in anti-social behaviour over longer term. It is l'll-thought out and in danger of destroying a beautiful town and its community.
433	Frank Barry	<p>This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.</p> <p>Also outlines concerns with the LAP in relation to the following issues:</p> <ul style="list-style-type: none"> • Seriously opposed to the suggestion of moving the club to the periphery of Confey. Children should be able to walk safely to their local club in the heart of the community. Placing it at the edge (similar to where Lucan Sarafields is located relative to Lucan village) reduces the ability for children to walk to this local amenity and also draws even more people into their cars dropping off/collecting children. • Glendale Estate is a long established community and should not be opened up as a throughway from bikes and walkers taking a shortcut to the village through the estate. These houses were bought and lived in as a closed in, cul-de-sac type environment.

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		<ul style="list-style-type: none"> • Traffic - the infrastructure is not and will not be sufficient to take all of the extra cars that a new development will bring it will also further exacerbate the problems coming into Lucan down Laraghcon Hill which have in turn a serious knock on effect to the traffic situation in Lucan as a whole. • Under no circumstances should a road be put through St. Catherine's Park. There has to be some areas left for the generations of the future to enjoy and for children and families to explore, exercise and enjoy without the noise and environmental pollution that a roadway through a beautiful unspoilt park will bring.
434	Norma Murphy	This submission raises the same issues (relating to Confey UDF) as Submission No. 118. Please refer to Submission No. 118 for summary.
435	Lisa Brazil	<p>This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.</p> <p>Also raises the following point:</p> <ul style="list-style-type: none"> • Confey has been strategically located within the Dublin Metropolitan Area (DMA). It contains an Urban Design Framework but no actual Masterplan as directed by Minister English. • Refers to the RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) this was completed in November 2016 and was incorporated as part the original LAP. Subsequently this LAP was redrafted due to boundary issues with the report left out. Nothing has changed in relation to these lands since this report was completed which referred to no more than 250 houses should be built on these lands with the upgrading of Cope Bridge. • The existing cemetery at Confey built on underground springs and has caused major concern for people burying loved ones. The graves as well as the area are waterlogged during prolonged spell of rain and this needs to be addressed immediately before embarking on adding to the problem. • The Draft LAP makes no specific provision for: <ul style="list-style-type: none"> - A swimming pool site. - A civil building with theatre or performance space. - Homes for the elderly/retired – 25% of Leixlip population 55+ - Affordable homes. - Social housing. - A Sensory Garden.

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		<ul style="list-style-type: none"> - Adequate parking in the village, train stations or the proposed new Confey development. - Maintaining existing estates, green areas or new developments. - Improving and maintaining existing servicing infrastructure which is aging and faulty. - Crèche facilities. • The Primary Care Centre - location in Collinstown is not suitable to stakeholders – young, old and infirm and without transport. A location central to the town and on a public transport route is critical. • In addition, nothing included to deal with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC.
436	Thomas Freeman	<ul style="list-style-type: none"> • Leixlip does not have an adequately sized modern convenience foodstore sufficient to provide for the weekly convenience shopping needs of the existing 15,000 residents of Leixlip. • The RSES identifies Leixlip as a Level 3 Centre. The KCDP acknowledges the limited potential for expansion of Leixlip's Town Centre retail offer and therefore new retail development must be considered in locations other than the Town Centre. • The retail policy expressed in the draft LAP ignores the views expressed in the Kildare CDP regarding the limited opportunity for retail development in Leixlip Town Centre. <p>Retail <i>'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 UDF lands at Confey and within the strategic employment lands at Collinstown.'</i></p> <p>Town Centre expansion The above-referenced extract from the draft Leixlip LAP proposes that the convenience retail offer in Leixlip will be met through the expansion of a combination of redevelopment of appropriate infill and opportunity sites in the town centre.</p> <p>Response:</p> <ul style="list-style-type: none"> • Opportunities for town centre retail expansion are acknowledged by the Kildare CDP as being very limited. Objectives and policies for town centre retail in Leixlip have existed for decades but have delivered no new retail facilities other than Aldi. Leixlip town centre simply cannot provide sufficient

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		<p>retail floor area to meet the growing needs of its residents.</p> <p>Existing neighbourhood centre expansion:</p> <ul style="list-style-type: none"> The above-referenced extract from the draft Leixlip LAP proposes that the convenience retail offer in Leixlip will be met through <i>expansion opportunities at existing neighbourhood centres.</i> <p><i>Response:</i></p> <ul style="list-style-type: none"> The expansion of existing neighbourhood centres is not a viable option due to the constraints posed by existing surrounding development. Even if expansion of existing neighbourhood centres were possible, expansion of the neighbourhood centre at Confey, for example, does nothing to provide the required level of retail to the approx 10,000 people living to the west of Leixlip. Submission outlines the various neighbourhood centres/retail locations in Leixlip and note that none of these provide sufficient possibility or opportunity for expansion to a scale required to address the significant shortfall in retail floor area in Leixlip. <p>New neighbourhood Centres at Confey and Collinstown</p> <ul style="list-style-type: none"> The draft Leixlip LAP proposes that the convenience retail offer in Leixlip will be met through the development of a new neighbourhood centre forming part of the UDF lands at Confey at Collinstown. The floor area of retail which will be offered by these centres is years away and, if delivered will still leave a significant shortfall in convenience floor area in Leixlip. The development of a neighbourhood centre at Collinstown with a floor area of 300sq.m will do nothing to address the shortfall of retail floor area in Leixlip and will not even meet what is required to provide Leixlip with modern convenience and comparison floor area to stem the outflow to other towns to carry out the basic shopping and food requirements. Notwithstanding the limited availability of retail opportunities in the Town Centre and the, the draft Leixlip LAP does not provide adequate land zoned for retail uses and/or any retail zoning objectives to address the existing shortfall in retail floor area in Leixlip. <p>Conclusion</p> <ul style="list-style-type: none"> The draft Leixlip LAP should be providing 10,000sqm of convenience retail floor area in the Leixlip LAP. This is the minimum required to provide adequate convenience retailing to Leixlip's existing residents and to plan for future growth.


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		<ul style="list-style-type: none"> • KCC has not provided sufficient land and/or zoning objectives with the draft Leixlip LAP required to allow Leixlip to fulfil its role as a Level 3 Town Centre or to grow to a Level 2 centre as proposed in the Regional Planning Policies. • The absence of adequate convenience and comparison retail floorspace within Leixlip means that residents have to travel to Celbridge, Maynooth and other centre to fulfil their weekly household shopping
437	Kevin Malone	<ul style="list-style-type: none"> • The proposed use of St Catherine’s Park as an access to facilitate the construction of houses at Leixlip Manor (Black Avenue KDA) is contrary to the proper use of a public amenity.
438	Bernadine Bracken	This submission raises the same issues (relating to Confey UDF) as Submission No. 118. Please refer to Submission No. 118 for summary.
439	Matt Lennon	<ul style="list-style-type: none"> • Notes rapid growth of town since early 1970's was not accompanied by infrastructure or community facilities. Considers that plan will repeat such mistakes. • Objects to the following: <ol style="list-style-type: none"> 1. Proposed housing in the Celbridge Road East KDA– no change to land or infrastructure since previous plan which had unanimous support for the rezoning to be removed. 2. Housing density has been increased from 30 units to 35 units per hectare without any explanation. 3. Existing mature tree line bordering Leixlip Park, Wogansfield and HighfieldPark to be removed as per Build Vision diagram in LAP, against CDP objectives to maintain natural habitats. 4. Planning statement that height of land be reduced is vague, specific details need to be supplied i.e. land to be reduced to level of boundary wall base. 5. Pedestrian paths through Leixlip Park and Wogansfield were removed previous LAPS as they were objected to on health and safety grounds. No guarantee that it will be progressed. 6. No flood risk assessment to be made to rezoning. 7. The R404 link to R128 (T junction at Irish school) improvements have not been investigated, surveyed or even scheduled to be inspected 2 years after initial LAP despite the STA document calling out that there are already serious traffic issues in turning right at this junction. 8. 25%of the new houses to be built in Leixlip will be on the Celbridge Road and as such are outside the 1 km catchment area for use of the train station and so are heavily reliant on bus services. New bus will go

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		<p>through Celbridge first so capacity will be limited when it reaches us. No plans or data in LAP to address future public transport needs at peak times.</p> <p>9. No provision for homes or retirement facilities for the senior residents in LAP in spite of 25% of population being over 55 years.</p> <p>10. Five pedestrian routes being proposed for the Guinness development, 2 have Health and safety issues (Leixlip Park, Wogansfield) 1 is through the Aldi car park (height) differences and 1 is through the grounds of Leixlip Castle (private property).</p> <p>11. LAP is treating Leixlip issues in isolation, does not reference that Leixlip shares road network, public transport, water/wastewater, power and community infrastructures with nearby towns of Lucan, Celbridge and Maynooth all of which are set to grow from 30% to 60% in size over next 6 years. Plan is focused on too many small issues rather than addressing the larger issues of roads community facilities etc..</p> <p>12. Plan would appear to be driven by KCC to comply with Govt. plan to hit 3,000 plus houses in Leixlip and is ignoring previous development experience...insufficient road, servicing infrastructure and facilities.</p>
440	Frankie Barry	<p>This submission relates to various aspects of the Draft LAP and raises the same issues as Submission 50(a). Please refer to Submission 50(a) for summary.</p> <p>Also outlines concerns with the LAP in relation to the following issues:</p> <ul style="list-style-type: none"> • Seriously opposed to the suggestion of moving the club to the periphery of Confey. Children should be able to walk safely to their local club in the heart of the community. Placing it at the edge (similar to where Lucan Sarafields is located relative to Lucan village) reduces the ability for children to walk to this local amenity and also draws even more people into their cars dropping off/collecting children. • Glendale Estate is a long established community and should not be opened up as a throughway from bikes and walkers taking a shortcut to the village through the estate. These houses were bought and lived in as a closed in, cul-de-sac type environment and should not be opened up as a through way up and down from the village to the new development. • Traffic - the infrastructure is not and will not be sufficient to take all of the extra cars that a new development will bring it will also further exacerbate the problems coming into Lucan down Laraghcon Hill which have in turn a serious knock on effect to the traffic situation in Lucan as a whole.

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		<ul style="list-style-type: none"> Under no circumstances should a road be put through St. Catherine's Park. There has to be some areas left for the generations of the future to enjoy and for children and families to explore, exercise and enjoy without the noise and environmental pollution that a roadway through a beautiful unspoilt park will bring.
441	Aoife Kirk	<p>St. Catherine's Park</p> <ul style="list-style-type: none"> Appalled to see that the indicative line (indicative of the placement of a road) through St. Catherine's park which would connect the M3 with Junction 5 on the M4 has been reinstated in the Draft Plan. The protection that was proposed in the previous LAP was as follows, <i>'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'</i>. The protection outlined above must be reinstated. <p>Confey Urban Development Framework (UDF)</p> <ul style="list-style-type: none"> The UDF acknowledges that the Confey lands are rural and insist that housing will be built to match its characteristics. Five storey tall buildings certainly do not conform to a rural setting. Such developments would look entirely out of place on the Confey lands and would destroy the rural aesthetic of the area. The height of the developments must be reconsidered and must fit in with the surrounding housing developments which are only single and two-storey houses. Confey, in its current capacity, and the new Confey development will be divided by a railway line and a canal. A shared amenity is essential to unite the two areas for them to blend seamlessly together. Confey GAA is well-suited and situated to do this. Therefore, the relocation of the GAA to the far side of the proposed new development would not only increase traffic congestion in the new area, it would also upset resident Confey families who founded and contributed to the establishment of Confey GAA. The contributions of these families should be respected and the GAA must remain at its current location. <p>Infrastructure, Moment and Town Centre</p> <ul style="list-style-type: none"> Transport infrastructure and amenities that currently exist in the Leixlip and Confey areas can barely accommodate the capacity of the town as it is. The electrification of the rail services to Leixlip must be expedited to accommodate commuters into Dublin. More education and community facilities are need to cope with increase in population both young and old. Accessible cycle routes through and around Leixlip should also be considered to reduce traffic congestion and to encourage people to cycle to bus/train stops.

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		<ul style="list-style-type: none"> The village main street is in disrepair and is in desperate need of locally run stores, preferably ran by new or different business owners. Parking should also be considered for those with disabilities and young children, and pathways should be made more accessible for wheelchair users. Removal of bins, narrow pathways and other obstacles block wheelchair users' way should be given serious thought. Welcomes further development of the Leixlip area but has serious concerns about the manner which it will be implemented in.
442	Denis McCarthy	<ul style="list-style-type: none"> Submission refers to Confey UDF in topics section but no attachment has accompanied submission.
443(a)	Gerry Colton	This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.
443(b)		This submission raises the same issues as Submissions 54(a) Black Avenue KDA. Please refer to Submission 54(a) for summary.
443(c)		This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.
444	Martina Henry	<ul style="list-style-type: none"> No objection to the new houses in Confey but concerned about the extra traffic using Cope bridge. During school term it is hard for cars to exit. Suggests a roundabout from Riverforest and Glendale onto Captain's Hill may help alleviate congestion.
445	Thomas Leonard	<p>Submission relates to Appendix A of the LAP, the Urban Design Framework for Confey (UDF) and the specifically a landholding at Moortown, Confey, Leixlip, Co. Kildare.</p> <p>Introduction</p> <ul style="list-style-type: none"> Submission outlines the planning rationale for the adjustment of the boundaries of the UDF for Confey to include the subject lands under the ownership of Mr. Leonard, which immediately abuts the boundary as currently proposed for residential use. <p>Subject site</p> <ul style="list-style-type: none"> States site is approx. 22 ha. and is 860 metres from Leixlip-Confey Railway Station, 1.5 to the north of Leixlip Village, 500metres north of the Canal and approx 900 metres north of Riverforest Estate. Enjoys suitable accessibility to the L1015 and R149.

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		<p>Strategic Policy Context</p> <ul style="list-style-type: none"> • Notes the location of Leixlip in relation to Dublin and the provisions for the Dublin Metropolitan Area as outlined in the recently adopted RSES for the Eastern and Midlands Region. • Notes Leixlip's position along the North-west Strategic Development Corridor as outlined in the Metropolitan Area Strategic Plan (MASP) of the RSES and the long term population target for the corridor up to 2031. <p>Grounds for Submission</p> <ul style="list-style-type: none"> • The boundary of the UDF as currently proposed does not reflect the larger pre-existing pattern of development at Leixlip. • Refers to provisions in the NPF regarding compact growth • States that the current boundaries of the UDF do not reflect this existing pattern of development and fail to capitalise on the opportunity for Leixlip's compact growth as extent of the UDF leaves a large section of unplanned land along the north side of the Royal Canal between the Confey area and Collinstown Industrial Park. • States that the provision of residential on R6 lands on the periphery is contrary to national and regional targets for compact growth and the residential zoning on these lands should be redistributed to the west. • States that extension of the UDF boundary will allow for increased pedestrian connectivity and permeability between Confey and the Royal Canal Greenway. • States that proposed pedestrian and cyclist connections of the Canal and Railway at Glendale and River Forest fail to provide connectivity to the southwest area of Leixlip and the UDF should be extended further west along the Canal to incorporate these lands and provide for this connectivity. • The distribution of residentially zoned lands under the UDF does not account for available flood risk data • States that residentially zoned lands to the east of Confey are located adjacent to a flood risk zone, and so are unsuitable for residential development and the <i>'lands to the west of Confey pose a close-to-nil chance of suffering from flood impacts'</i>. • States that development potential of the subject site will be unlocked by the road works proposed under the Movement and Access Strategy for the Confey UDF. • The subject site is within 1km of a commuter rail station.

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		<ul style="list-style-type: none"> • Site location map (outlined in red) 
446	Ron and Monica Dardis	<ul style="list-style-type: none"> • No capacity for an additional 3,200 dwellings in Leixlip given the existing traffic congestion issues at peak times and the physical constraints of the area given. • The proposed expansion would place an intolerable strain on existing infrastructure and it is hard to see how it can be achieved in a sustainable way.
447	Rob Kavanagh	<ul style="list-style-type: none"> • Business in the town centre is being severely hampered by the lack of parking, and the poor use of what little there already is. All day free parking on the weekend clogs up the car parks, many of whose owners leave the town by public transport to the city centre. • Footfall is a mere fraction of adjoining towns and is a direct result of the relatively inconvenient nature of access to Leixlip town centre.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • A focused study to help the town centre is required. Current recommendation by KCC is to provide for additional commercial and retail activity away from the town centre. This will only further alienate the village from being utilised and make more difficult for small businesses to establish in an increasingly declining area of the town.
448(a)	Patricia Raymond	<p>This submission relates to the same issues as Submission 50(b) Confey UDF. Please refer to Submission 50(b) for summary.</p> <p>Also raises the following point:</p> <ul style="list-style-type: none"> • Confey has been strategically located within the Dublin Metropolitan Area (DMA). It contains Urban Design Framework but no actual Masterplan as directed by Minister Damien English. • Refers to the RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) this was completed in November 2016 and was incorporated as part the original LAP. Subsequently this LAP was redrafted due to boundary issues with the report left out. Nothing has changed in relation to these lands since this report was completed which referred to no more than 250 houses should be built on these lands with the upgrading of Cope Bridge. • The existing cemetery at Confey built on underground springs and has caused major concern for people burying loved ones. The graves as well as the area are waterlogged during prolonged spell of rain and this needs to be addressed immediately before embarking on adding to the problem. • The Draft LAP makes no specific provision for: <ul style="list-style-type: none"> - A swimming pool site. - A civil building with theatre or performance space. - Homes for the elderly/retired – 25% of Leixlip population 55+ - Affordable homes. - Social housing. - A Sensory Garden. - Adequate parking in the village, train stations or the proposed new Confey development. - Maintaining existing estates, green areas or new developments. - Improving and maintaining existing servicing infrastructure which is aging and faulty. - Crèche facilities.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> The Primary Care Centre - location in Collinstown is not suitable to stakeholders – young, old and infirm and without transport. A location central to the town and on a public transport route is critical. In addition, nothing included to deal with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC
448(b)		This submission raises the same issues as Submissions 54(a) Black Avenue KDA. Please refer to Submission 54(a) for summary.
448(c)		This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.
449	Siobhan McSharry	<p>Submission outlines concerns on the following issues:</p> <ul style="list-style-type: none"> Seriously opposed to the suggestion of moving the club to the periphery of Confey. Children should be able to walk safely to their local club in the heart of the community. Placing it at the edge (similar to where Lucan Sarafields is located relative to Lucan village) reduces the ability for children to walk to this local amenity and also draws even more people into their cars dropping off/collecting children. Glendale Estate is a long established community and should not be opened up as a throughway from bikes and walkers taking a shortcut to the village through the estate. These houses were bought and lived in as a closed in, cul-de-sac type environment and should not be opened up as a through way up and down from the village to the new development. Traffic - the infrastructure is not and will not be sufficient to take all of the extra cars that a new development will bring it will also further exacerbate the problems coming into Lucan down Laraghcon Hill which have in turn a serious knock on effect to the traffic situation in Lucan as a whole. Under no circumstances should a road be put through St. Catherine's Park. There has to be some areas left for the generations of the future to enjoy and for children and families to explore, exercise and enjoy without the noise and environmental pollution that a roadway through a beautiful unspoilt park will bring. <p>The submission concludes by stating the following: <i>'I strongly second the concerns outlined below with regard to the whole development plan'</i>. However no attachment accompanies the submission.</p>
450(a)	Peter Raymond	This submission relates to the same issues as Submission 50(b) Confey UDF and submission 448(a). Please refer to Submissions 50(b) and 448(a) for summary.

Sub. No.	Name	Summary of Submission
450(b)		This submission raises the same issues as Submissions 54(a) Black Avenue KDA. Please refer to Submission 54(a) for summary.
450(c)		This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.
451(a)	Jonathan Raymond	This submission relates to the same issues as Submission 50(b) Confey UDF and submission 448(a). Please refer to Submissions 50(b) and 448(a) for summary.
451(b)		This submission raises the same issues as Submissions 54(a) Black Avenue KDA. Please refer to Submission 54(a) for summary.
451(c)		This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.
452(a)	Stephen Raymond	This submission relates to the same issues as Submission 50(b) Confey UDF and submission 448(a). Please refer to Submissions 50(b) and 448(a) for summary.
452(b)		This submission raises the same issues as Submissions 54(a) Black Avenue KDA. Please refer to Submission 54(a) for summary.
452(c)		This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.
453	Thomas McCarthy	<p>Submission outlines concerns with draft plan including the following:</p> <ul style="list-style-type: none"> • Any development requires correct planning with the appropriate infrastructure in place with the desired objective to be a model community development that others can aspire to. • While there are a number of road infrastructural options, no decision has been made regarding any of the options despite the pivotal importance of new road infrastructure to the entire LAP. • The plan does not adequately factor in the impact of the major expansion of Intel on servicing and transport infrastructure in the area. • The scale of the plan does not harmonise with or enhance with the existing build and natural environment of Confey. • The relocation of Confey GAA club to an area nearly one kilometre from its current location will negatively impact the majority of its members and supporters. It will also affect the community and social side of the

Sub. No.	Name	Summary of Submission
		<p>club with the various other groups.</p> <ul style="list-style-type: none"> • It is essential the facility remains close to the community. A large number of its patrons walk to the club at its current location without the need to drive and thus affect their carbon footprint. The new location will immediately reduce the number of existing players which clubs like Confey GAA are trying to keep active and playing. • There is a need for housing and development but the LAP in its current form is not suitable for the new home owners or the existing residents.
454	Kathleen Molloy	<ul style="list-style-type: none"> • Completely disagrees with the plans to ruin St. Catherine's Park by putting a bridge through it. • Park is vital it is to the whole community - keeping us active; allowing us to socialise. • Objects to plans to move Confey GAA club - No regard or discussion with members is insulting and bullying behaviour. • Agrees that housing is needed in the area but KCC are going about it all wrong.
455	Philip Deane	<ul style="list-style-type: none"> • Leixlip village business in decline compared to Maynooth and Celbridge. Measures should be put in place for business to be encouraged to open to allow and encourage shop local attitude.
456(a)	Darragh Raymond	<ul style="list-style-type: none"> • This submission relates to the same issues as Submission 50(b) Confey UDF and submission 448(a). Please refer to Submissions 50(b) and 448(a) for summary.
456(b)		<p>This submission raises the same issues as Submissions 54(a) Black Avenue KDA. Please refer to Submission 54(a) for summary.</p>
456(c)		<p>This submission raises the same issues as Submissions 54(b) Celbridge Road East KDA. Please refer to Submission 54(b) for summary.</p>
457	O'Flynn Group	<ul style="list-style-type: none"> • Submission made by Tom Phillips & Associates on behalf the O'Flynn Group. • Submission acknowledges the preparation of the Draft Leixlip LAP and identifies the lands which are the subject of the submission as being the Liffey Business Campus (Former Hewlett Packard Site) at Barnhall Road, Leixlip. The submission outlines that the site extends over 79 hectares and currently accommodates a range of users. Submission also highlights that the Metropolitan Area Strategic Plan included in the RSES identifies the lands as a 'strategic employment location' and the submission states that the lands present an opportunity to provide a modern industrial and technological park. Submission raises concerns that the

Sub. No.	Name	Summary of Submission
		<p>list of uses within the land use zoning matrix as Open for Consideration or Permitted in Principle are too ' narrow' and would hinder the sites ability to function as a ' strategic employment location' . The submission seeks an expansion of the uses listed as 'Permitted in Principle' to include Community & Recreational/Sports Buildings, Hot Food Take Away, Medical Consultant/Health Centre, Offices, Restaurant, Shop (convenience) and crèche/playschool.</p> <ul style="list-style-type: none"> • The submission from the O' Flynn Group also highlights a concern regarding the objective to provide a pedestrian/cycle overpass over the M4 and requests that its requirement be reassessed. The submission states that the need for the provision of the bridge does not appear to be established in the Leixlip Strategic Transport Assessment Non-Technical Summary prepared by AECOM or the Sustainable Planning and Infrastructural Assessment of the Draft LAP. The submission suggests that the existing infrastructure is sufficient to ensure good pedestrian and cycling accessibility and the provision of an additional overpass is not required. The submission highlights that there are 2 no. existing bridges over the M4 currently and suggest that an upgrade of existing infrastructure of the bridge located to the north east of the Liffey Business Campus to provide a segregated cycle lane would be a better use of resources.
458	Tony Donnelly	<ul style="list-style-type: none"> • The proposal to seek to change the zoning of the lands to the rear of Leixlip Park estate (Celbridge Road East KDA), will have a devastating impact on the natural area that has just started to recover from the effects of unauthorised dumping of spoil from the construction of the motorway which raised the heights of the lands by several metres, and has had an adverse effect on the natural drainage and wildlife. • The proposed addition of these housing units which are to be provided access via the existing Leixlip Park estate is beyond belief, as the estate does not have the ability to accommodate this type of additional vehicular capacity during construction or for new home owners. • Recommends rejection of any attempt to change the zoning of these Lands. This area previously had unanimous support to maintain these lands as they have been for years.
459	Debbie Waite	This submission raises the same issues (relating to Confey UDF) as Submission No. 118. Please refer to Submission No. 118 for summary.
460	Dale Keenan Waite	This submission raises the same issues (relating to Confey UDF) as Submission No. 118. Please refer to Submission No. 118 for summary.
461	Maire O'Toole	This submission raises the same issues (relating to Confey UDF) as Submission No. 118. Please refer to

Sub. No.	Name	Summary of Submission
		Submission No. 118 for summary.
462	Laura McDonald	This submission raises the same issues (relating to Confey GAA Club) as Submission No. 147. Please refer to Submission No. 147 for summary.
463	Millie Keenan	This submission raises the same issues (relating to Confey UDF) as Submission No. 118. Please refer to Submission No. 118 for summary.
464	Eugene Burke	This submission raises the same issues (relating to Celbridge Road East KDA) as Submission No. 458. Please refer to Submission No. 118 for summary.
465	Dale Keenan	This submission raises the same issues (relating to Confey UDF) as Submission No. 118. Please refer to Submission No. 118 for summary.
466	Rinawade Residents Association	<p>Submission states its written on behalf of the residents of Rinawade and outlines the following concerns:</p> <ul style="list-style-type: none"> • Plan gives no rationale to rezone land that would take more than a decade to deliver is proposed without the parallel provision of improved infrastructure in a town which already has challenges due to geographic constraints, and in a context where extensive development is also taking place in neighbouring towns. • The LAP does not provide a Masterplan as directed by ministerial order. • MT1.4 No ecological analysis has been completed on the effects of this LAP. • The LAP has no on-site flood risk analysis completed. No criteria are included to show what scale or nature of a development will warrant an on-site flood risk analysis. • The increase of densities at Key Development Areas (KDAs), and the addition of new KDAs to provide over 3,000 new units in Leixlip have been added to the Plan without any documented reasons or argument to justify it. • KDAs that were removed from the last LAP by unanimously backed Material Alterations have been included again, again without supporting reasons or arguments. • The plan does not allow adequately for the traffic implications of further development at Intel. • Plan is contrary to the provisions of the NPF which favours brownfield and infill development over greenfield expansion. • The objective 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” had been removed from the Draft LAP. The Plan also proposes a road through the park to facilitate housing development at Black Avenue. This

Sub. No.	Name	Summary of Submission
		<p>has happened despite the major public pressure to protect the integrity of the park shown by the 1021 submissions in 2017.</p> <ul style="list-style-type: none"> • This proposed LAP is contrary to S8 which commits the council to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use. The Plan is also contrary to the Environmental Report which clearly states the loss of open space and amenity use could also be considered to have the potential to give rise to negative effect on population and human health. • The Draft LAP makes no specific provision for <ul style="list-style-type: none"> – Improving servicing infrastructure – Adequate parking in the village, train stations or the proposed new Confey development. – Maintaining existing estates, green areas or new developments. – Homes for the elderly/retired – 25% of Leixlip population 55+ – Affordable homes. – Social housing. – Charging points for electric vehicles. – A swimming pool site. • A Primary Care Centre in an easily accessible location - Collinstown is not suitable for those without transport. The proposed LAP is contrary to Objective S6 – “To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure”. • The Sewer network for entire area is almost at capacity with no firm plan to extend the capacity to adequately deal with the proposed new development. • Leixlip’s geography poses particular challenges due to location of the town within a valley. This contributes to heavy traffic which has caused decline in the amenities provided in the village itself. Also there is a lack of parking in the village. • Cycling infrastructure provision has lagged behind that of other towns such as Maynooth. • Imaginative and radical ideas are required to revitalise the centre, to improve the access of all in Leixlip to the services that are provided, and the provision of new services that both existing and new residents require.

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		<ul style="list-style-type: none"> Any plan for Leixlip cannot be considered in isolation. The issues the LAP causes for Leixlip are exacerbated by the high level of development planned for the neighbouring towns of Celbridge and Maynooth and the fact that Leixlip shares much servicing infrastructure with these towns (roads, rail, water, bus services etc). This is not factored into the LAP. The scale of future development should match the community's natural expansion requirements and not aim to justify a strategic policy that does not consider the needs of Leixlip residents, the primary stakeholders in our town. The submission provides details on the current residential homes, current population and those currently using bus/rail and the planned increase in houses, forecasted population and projected to uses bus/rail <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="padding-left: 20px;">Current Residential Homes</td> <td colspan="2" style="padding-left: 20px;">Planned Increase</td> </tr> <tr> <td style="padding-left: 40px;">Leixlip</td> <td style="text-align: right;">5219</td> <td style="padding-left: 40px;">Leixlip</td> <td style="text-align: right;">8534 (+3315) + 38%</td> </tr> <tr> <td style="padding-left: 40px;">Celbridge</td> <td style="text-align: right;">6544</td> <td style="padding-left: 40px;">Celbridge</td> <td style="text-align: right;">9794 (+3250)</td> </tr> <tr> <td style="padding-left: 40px;">Maynooth</td> <td style="text-align: right;">4674</td> <td style="padding-left: 40px;">Maynooth</td> <td style="text-align: right;">8216 (+3542)</td> </tr> <tr> <td style="padding-left: 40px;">Total</td> <td style="text-align: right;">16,437</td> <td style="padding-left: 40px;">Total</td> <td style="text-align: right;">26,554 (+10,107) 39%</td> </tr> <tr> <td colspan="2" style="padding-left: 20px;">Current Population</td> <td colspan="2" style="padding-left: 20px;">Forecasted Population</td> </tr> <tr> <td style="padding-left: 40px;">Leixlip</td> <td style="text-align: right;">15,504</td> <td style="padding-left: 40px;">Leixlip</td> <td style="text-align: right;">19,794 (+ 4290) + 27%</td> </tr> <tr> <td style="padding-left: 40px;">Celbridge</td> <td style="text-align: right;">20,228</td> <td style="padding-left: 40px;">Celbridge</td> <td style="text-align: right;">22,801</td> </tr> <tr> <td style="padding-left: 40px;">Maynooth</td> <td style="text-align: right;">14,585</td> <td style="padding-left: 40px;">Maynooth</td> <td style="text-align: right;">18,996</td> </tr> <tr> <td style="padding-left: 40px;">Total</td> <td style="text-align: right;">50,317</td> <td style="padding-left: 40px;">Total</td> <td style="text-align: right;">61,591 + 11,272 or 22%</td> </tr> <tr> <td colspan="2" style="padding-left: 20px;">Currently using Bus/Rail</td> <td colspan="2" style="padding-left: 20px;">Projected to use Bus/Rail</td> </tr> <tr> <td style="padding-left: 40px;">Leixlip</td> <td style="text-align: right;">1489</td> <td style="padding-left: 40px;">Leixlip</td> <td style="text-align: right;">2321 (+ 55%)</td> </tr> <tr> <td style="padding-left: 40px;">Celbridge</td> <td style="text-align: right;">1457</td> <td style="padding-left: 40px;">Celbridge</td> <td style="text-align: right;">2071 (+ 42%)</td> </tr> <tr> <td style="padding-left: 40px;">Maynooth</td> <td style="text-align: right;">1291</td> <td style="padding-left: 40px;">Maynooth</td> <td style="text-align: right;">1676 (+ 30%)</td> </tr> <tr> <td style="padding-left: 40px;">Total</td> <td style="text-align: right;">4237</td> <td style="padding-left: 40px;">Total</td> <td style="text-align: right;">6068 (+1831) +43%</td> </tr> <tr> <td colspan="4" style="padding-left: 20px;">Projected increase in Commuters using Road network (not Buses) for work</td> </tr> <tr> <td colspan="2" style="padding-left: 20px;">Currently using Roads</td> <td colspan="2" style="padding-left: 20px;">Projected to use Roads</td> </tr> <tr> <td style="padding-left: 40px;">Leixlip</td> <td style="text-align: right;">4790</td> <td style="padding-left: 40px;">Leixlip</td> <td style="text-align: right;">7776 (+ 62%)</td> </tr> <tr> <td style="padding-left: 40px;">Celbridge</td> <td style="text-align: right;">6906</td> <td style="padding-left: 40px;">Celbridge</td> <td style="text-align: right;">9753 (+ 41%)</td> </tr> <tr> <td style="padding-left: 40px;">Maynooth</td> <td style="text-align: right;">4005</td> <td style="padding-left: 40px;">Maynooth</td> <td style="text-align: right;">5363 (+ 34%)</td> </tr> <tr> <td style="padding-left: 40px;">Total</td> <td style="text-align: right;">15691</td> <td style="padding-left: 40px;">Total</td> <td style="text-align: right;">22892 (+ 7201)+54%</td> </tr> </table>	Current Residential Homes		Planned Increase		Leixlip	5219	Leixlip	8534 (+3315) + 38%	Celbridge	6544	Celbridge	9794 (+3250)	Maynooth	4674	Maynooth	8216 (+3542)	Total	16,437	Total	26,554 (+10,107) 39%	Current Population		Forecasted Population		Leixlip	15,504	Leixlip	19,794 (+ 4290) + 27%	Celbridge	20,228	Celbridge	22,801	Maynooth	14,585	Maynooth	18,996	Total	50,317	Total	61,591 + 11,272 or 22%	Currently using Bus/Rail		Projected to use Bus/Rail		Leixlip	1489	Leixlip	2321 (+ 55%)	Celbridge	1457	Celbridge	2071 (+ 42%)	Maynooth	1291	Maynooth	1676 (+ 30%)	Total	4237	Total	6068 (+1831) +43%	Projected increase in Commuters using Road network (not Buses) for work				Currently using Roads		Projected to use Roads		Leixlip	4790	Leixlip	7776 (+ 62%)	Celbridge	6906	Celbridge	9753 (+ 41%)	Maynooth	4005	Maynooth	5363 (+ 34%)	Total	15691	Total	22892 (+ 7201)+54%
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467	Luke Keenan	This submission raises the same issues (relating to Confey UDF) as Submission No. 118. Please refer to Submission No. 118 for summary.																																																																																				

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468	Margaret K Maguire	<ul style="list-style-type: none"> • Draft LAP does not take into account the existing deficit in current servicing infrastructure (water, wastewater services, ESB etc) • Bizarre that LAPs for 3 adjacent areas (Leixlip, Celbridge and Maynooth) could be developed independently of each other given that all three areas are under the one council and share services (roads, public transport etc.) • Proposals for development on LAP is contingent on delivery of enhance rail services over next 8-10 years and does not support current expansion of Maynooth and Leixlip population. • The village itself cannot be expanded as constrained by its geographical setting (valley and rivers etc.). LAP should investigate brownfield sites such as HP rather than expanding on greenfield and natural amenity spaces. • No development should take place without provision of supporting infrastructure and amenities for existing population never mind for projected 60% increase. • The LAP is heavy on aspiration but lacks commitment to make this developer-led extensive building programme feasible. We have been waiting for a swimming pool for 30 years and was recently bypassed by a collective decision of Kildare County Council.
469	Dr Charles Goh	<ul style="list-style-type: none"> • Outlines concerns in relation Black Avenue KDA access (along currently a single lane narrow road) being used by trucks accessing the wastewater treatment plant. • Black Avenue KDA would effectively cut the village off from St. Catherine's Park • Development would increase traffic along Mill Lane adversely effecting residents with access to Mill Lane and Main St. is currently extremely difficult. • Concerns about access to/from Fire Station in an emergency. Also as a Doctor is concerned about his ability to respond in a medical emergency. • The current servicing infrastructure is already barely able to cope with demand. Projected growth needs parallel investment in such infrastructure. • Concerned about lack of local amenities within the Black Avenue KDA. • Only a cursory mention of flood risk assessment for the KDA in the Plan. KDA has potential to increase flooding in area as natural catchment area will be obliterated.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • The physical appearance of St. Catherine’s Park will be drastically changed. • Concerns over anti-social behaviour due to development of KDA. • The Main St. Regeneration is concerning as proposal will only serve to worsen traffic congestion. • Increasing pedestrian access to Arthur Guinness Square will only deplete the village’s inadequate parking areas making it less attractive for tourists to stop and enjoy Leixlip. If anything an expansion of parking is required. • Statement on Page 63 saying that broadband is readily available in Leixlip is false. High Speed broadband is not available down Mill Lane. Piped gas also terminates at junction. • Concerns over impact of 3,000 units on roads network especially links to N4/M4 and adjacent settlements that are also expanding. Notes that recent resurfacing works on Kellystown Lane increased traffic in the village to term time levels. • Regarding public transport, existing rail services already at capacity. • A park-and-ride facility with 50 places will not accommodate volume of people. • Seems some to be wrong with the calculation that increasing the number of households by over 3,000 equates to 20 additional childcare places. • Regarding Policy HC4, specifically HC4.1, Leixlip lacks a swimming pool and on scrutiny of this plan will continue to lack one in 2026.
470	Orna Maguire Goh	<p>Traffic and Access</p> <ul style="list-style-type: none"> • Outlines concerns in relation Black Avenue KDA access (along currently a single lane narrow road) being used by trucks accessing the wastewater treatment plant. • Substantial traffic already on Mill Lane. The junction with the Main St. is very dangerous. • Development of KDA will does not address these current concerns but adds problems of construction traffic followed by an increase of population using Mill Lane by possibly up to 7 fold. • Concerns about access to/from Fire Station in an emergency. • Traffic levels already congested on Main St. <p>Existing Leixlip-Celbridge Connection</p> <ul style="list-style-type: none"> • Shared access with Celbridge to M4/N4 at junction beside Liffey Valley Par 3 Golf Course. This has become

Sub. No.	Name	Summary of Submission
		<p>more difficult to access over the past 2 years due to the layout being altered.</p> <ul style="list-style-type: none"> No commitment in the draft LAP to create an alternative access to Confey, the majority will still use the existing aforementioned junction and travel via the Main St. which is already at standstill most mornings. Notes that the Cebridge LAP proposed an increase of 3,200 houses. This plan does not consider implications of Celbridge Plan with regard to traffic convergence etc. <p>Water Utilities</p> <ul style="list-style-type: none"> Notes problems with existing water supplies in the Mill Lane area. <p>Flooding</p> <ul style="list-style-type: none"> Mill St. is a cul-de-sac bounded by River Liffey and has in the past experienced flooding as the water table is quite high. The proposed Black Avenue KDA represents significant increased flood risk to the Mill Lane area. The reference to flood risk in the KDA is limited as there has been no consideration of impact on adjacent lands. <p>St. Catherine's Park</p> <ul style="list-style-type: none"> Proposals for large scale residential development (Black Avenue KDA) seem entirely at odds with the fact the boundaries of St. Catherine's Park extends down to the fire station on Mill Lane. The park is an ecological necessity counterbalances the industrialised West Leixlip. Appears objective to protect park against road proposals have been silently removed from latest draft LAP. <p>Joined-up Processes</p> <ul style="list-style-type: none"> Draft LAP makes several assumptions including the following: <ul style="list-style-type: none"> The delivery of rail and community infrastructure as well as other factors such as lower car ownership in Confey, limited amount of childcare spaces needed, flood risk, that people in town don't need a swimming pool and that infrastructure requires little or no upgrading. If such assumptions prove unfounded then the Draft LAP needs to be amended to ensure that any development cannot proceed until the assumptions on which it is based are actually delivered.
471	Thomas Reid	<ul style="list-style-type: none"> The reinstatement of the Conservation Order on Sandford Bridge which is actually within the high priority European site Rye Water Valley/Carton SAC just south of the Rye Water River and east of Kellystown Lane there is 3-4 acres which is protected lands for Sandford Bridge. The lands north of the Rye Water Valley/Carton SAC in Kellystown be removed from the Leixlip LAP also to

Sub. No.	Name	Summary of Submission
		<p>insure no skulduggery of US hosts and partners Intel Ireland.</p> <ul style="list-style-type: none"> • KCC have organised the removal of sections of the Rye Water Valley/Carton SAC on behalf of your US hosts Intel. The trashing of the Habitats Directive and the Seveso Directive to facilitate US hosts and partners Intel is an international disgrace. • The rigging and massaging of environmental assessments and reports are being facilities by policy objectives or migration from KCC plans to overkill the high profile EU directives. Surely this could not occur. It seems that the same path is being followed as KCC carried out in the confiscation order of the Reid farm along with Intel Ireland and the IDA. • No extensions of the Seveso nature in the vicinity of the Intel site should take place. • The EU Habitats Directive and the EU high profile Seveso Directive override the KCC County Development Plan. This automatically means all LAPs collapse. • All 40 councillors should boycott the LAP and refuse to vote on it.
472	Joseph Close	<p>Outlines several concerns relating to the Celbridge Road East KDA including the following:</p> <ul style="list-style-type: none"> • Not suitable for housing use. • Radically altered and raised during the building of the M4 now higher than neighbouring residential estates. • Means that houses of 2-3 storeys in KDA would at least be 1 storey higher. • Change in drainage due to increased high could cause flooding issues for existing residents. • Highlights issues with noise from motorway on new residents within KDA. • Highlights issues with privacy between KDA and existing residents. • Includes 4 no. photos highlighting height differences, boundary wall and privacy concerns. • States that KDA demonstrates a lack of planning. <p>States that rezoning should only go ahead should the following occur:</p> <ul style="list-style-type: none"> • A traffic impact assessment also taking into consideration of the Wonderful Barn development (under construction). • An environmental study into impact of development on hedgerows/ habitats etc and privacy of existing residents.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • A noise study • A drainage and flood risk assessment. <p>At a very minimum the following should occur:</p> <ul style="list-style-type: none"> • Lowering of the ground to level prior to building of motorway • The possible removal and replacement of demesne wall which is in poor condition. • Dangerous trees along boundary could be surveyed and removed.
473	Leona Ryan	<p>Outlines several concerns relating to the Confey Urban Design Framework including the following:</p> <ul style="list-style-type: none"> • No detail or decision on identified roads infrastructure projects in UDF. • Proposed works to Cope Bridge will worsen traffic congestion for residents in the area. • The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure or • Does not factor in the proximate of other settlements which shared infrastructural and transportation services with Leixlip. • Scale of Plan does not harmonise with existing environment in Confey. • Proposal to move the GAA club 800 metres away will affect children’s ability to walk to the club. <p>Outlines several concerns relating to Black Avenue KDA including the following:</p> <ul style="list-style-type: none"> - Reinstate the previous objective removed from plan - '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.’ • Proposed development is contrary to S8, which commits the council to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use - KDA threatening and destroying natural heritage, high quality amenity areas and other green spaces in St. Catherine’s Park. • No positive impact on the park, car park facilities will be reduced, proposed development does not respect the setting, opens up the possibility of further encroachment into the existing park for future development. • Contrary to the Environmental Report, which clearly states the loss of open space, and amenity use could also be considered to have the potential to give rise to <u>negative effect on population and human health.</u>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Will destroy a Strategic Open Space and 'Key' Green Infrastructure areas. • No new linear park is being provided along Black Avenue. The existing linear park which starts at the entrance from the Mill Lane is in affect being reduced and many of its original features – trees, hedgerows and grasslands being removed contrary to the council's own policies. • No Traffic Impact Assessments (TIA) has been included for this KDA. • Connectivity via Mill Lane to R148 will be a nightmare for residents due to increased traffic volume, sightlines, narrow road, poor pedestrian walkways and traffic delays. • Negative impact on traffic flow through Main Street, • Existing residents Health and Safety is being put at risk due to the traffic implications to response times from Emergency services i.e. Fire Brigade which is located in Mill Lane. • Egress route from this development is through the car park in St. Catherine's Park, which opens the park to 24/7 vehicular traffic. • Loss of biodiversity through the destruction of woodlands at hill area of the Black Avenue, as the roadway will need to widen to allow two-way traffic. • Proposal includes 2 pedestrian access routes into existing cul-de-sacs in Glendale Meadow that will completely alter the current environment for residents undermining property prices and way of life. • Development facilitates anti-social behaviours and easier entrance and exit for criminals to the existing residential areas bordering the area. <p>- Proposal has been rejected on two previous occasions by the council.</p>
474	Angela and Mike Parle	<p>General</p> <ul style="list-style-type: none"> • Due to the historical and geographical constraints that are unique to the town if the scale of development envisaged goes ahead, it would not be possible to travel efficiently and safely through the town due to the increase in traffic congestion. • Scale of development envisaged will not make the town 'a better place to live' • LAP lacks a masterplan as directed by the minister. • Refers to growth since 1970s which did not provide a parallel increase in the provision of infrastructure and services. • Believes the LAP should provide for the following:

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> - Swimming pool - Primary care centre - 2nd Cemetery - Open Spaces parkland within town - Cyclepaths throughout town/ close to main roads - Official taxi areas - Does not believe existing services could cope with such rapid expansion. <p>This submission also seeks to retain the agricultural zoning of Celbridge Road East KDA for the following reasons:</p> <ul style="list-style-type: none"> • Leixlip Castle/Demesne both listed for protection and what remains of demesne should be retained. • Need to consider effects of KDA with adjacent Wonderful Barn development will have on traffic on what is an extremely busy road and an access point for many services/facilities. • Opening up existing cul-de-sacs to pedestrian and cyclist access would pose new and unacceptable security risks. • Proposal would adversely affect views into and out of Leixlip Castle and Demesne, with the enjoyment of existing views within existing residential areas diminished. • Submission states that it fully endorses the submission of the Celbridge Road Action Group. <p>Submission concludes by referring to an article in the Irish Examiner which reports that Ireland was found to be in breach of the Aarhus Convention in relation to public information on the environment.</p>
475	Maria Fallon	This submission raises the same issues (relating to Confey GAA Club) as Submission No. 147. Please refer to Submission No. 147 for summary.
476	Geraldine and William Poynton	<p>This submission relates the Confey UDF and outlines the following issues:</p> <ul style="list-style-type: none"> • Submission includes a map illustrating the location of the residence within the Confey UDF. • Concerned about the proposed 4-5 storey apartments (within R5A and R4A) that will be built adjacent to their property. • Concerned about the potential increased risk of flooding that the development may cause in what is a flood prone area. • Notes that flood relief works were carried out by KCC in 2011 but on numerous occasions in times of high

Sub. No.	Name	Summary of Submission
		<p>rainfall, this has proven inadequate. This flooding would also affect properties in R5A and R4A.</p> <ul style="list-style-type: none"> Notes that they have video footage of the flooding in the area.
477	Vincent McLoughlin	<ul style="list-style-type: none"> Welcomes key elements of the plan as thinks it's wrong for young people to have to purchase houses further afield. Sports clubs also suffer. The plan provides for a lot of phased development but is concerns regarding road capacity. States that lives on the R149 towards Kellystown Lane and this road cannot be upgraded. A new ring road would have to be constructed so that Kellystown Lane could become a cul-de-sac. The ring road should come from Capitan's Hill and take traffic from Dunboyne and Maynooth. Development of this road should commence once construction has started and should be on a par with the Ongar Ring Road with footpaths, cycle lanes and room for a future LUAS. Submission provides a diagram of the route such a ring road should take.
478	Noel Chambers	<p>This submission relates to the (lands north of Cope Bridge) Confey UDF and outlines the following issues:</p> <ul style="list-style-type: none"> R149 regional road is in a poor condition and is not suitable for an increase in traffic that would arise from increase in housing Cope Bridge is already congested and traffic already blocks access to adjoining residential estates. Further development and widening of bridge will worsen congestion and reduce green open space in area. This represents an unacceptable removed of public amenity space. Captain's Hill is already congested with little or no space for widening available. Development north of Cope Bridge will worsen traffic in Main St. Concerned about the proposal to move Confey GAA Club. It contradicts Council's desire to increase public amenities. Concerned about effects proposed cyclepath would have on River Forest estate and green (Riverforest Bowl). Also has concerns regarding proposed canal crossings at Glendale. Strongly objects to any road proposal going through St. Catherine's Park Concerns over currently deficiencies in infrastructure in town which would require investment if Confey development were to go ahead. Notes the proximity of lands in Confey to Dublin and Meath boundaries. Fears such rezoning could lead to these authorities rezoning also. Appeals for KCC not to rezone Confey lands.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Available funds should be used to improve existing infrastructure, the town centre and amenities.
479	David Drinkwater	<ul style="list-style-type: none"> • Criticises lack of knowledge displayed by the Planning Department. States that it was the same in the previous LAP. • Wording giving protection to St. Catherine’s Park removed from this LAP. Questions is this was because KDA Black Avenue has been incorporated into the Park. • Objects strongly to proposed KDA Black Avenue and its threat to St. Catherine’s Park. • Questions how many of the houses are social and if there is such a thing as affordable housing. • Regarding Confey UDF. States that it is based on too many aspirations and too little facts. • Existing rail services are inadequate. When will Cope Bridge be upgraded and electrification of the rail line happen? • Infrastructure/Roads must be put in place prior to UDF otherwise it will be a developer driven disaster. • The capacity of the Wastewater Treatment System is already at capacity and cannot cope with development envisaged in LAP including the expansion of Intel. Therefore objects to all of above. • Questions why the plan was not brought out within its legal timeframe. • Objects to proposed cycle/foot bridges at River Forest and Glendale estates. • Infrastructure needs to precede development.
480	Ciaran and Angela Daly	<p>This submission seeks to retain the agricultural zoning of Celbridge Road East KDA for the following reasons:</p> <ul style="list-style-type: none"> • Road access to lands is narrow and already congested with road servicing many existing uses (schools etc.) • Development would have adverse visual impact on existing residents in Wogansfield, Leixlip Park and Highfield Park and modern residences would encroach on setting of Leixlip Castle. • Existing services along Celbridge Road already stretched. • Criticises Planning Department’s decision to rezone land.
481	Wogansfield Residents Association	<p>This submission seeks to retain the agricultural zoning of Celbridge Road East KDA and to other issues concerning the LAP.</p> <p>Traffic and Access</p> <ul style="list-style-type: none"> • Development will severely impact on existing roads despite the provision for a proposed new link road (through former HP site). This road must be complete before any extra housing is built.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Concerned about impact of development on traffic and on road network in general combined with developments in area. Notes that road is already congested. • Objects of any pedestrian/cycle access from Wogansfield to the KDA. <p>Historical Significance</p> <ul style="list-style-type: none"> • Notes that Leixlip Castle and Demesne are both listed for protection in the CDP. If KDA is rezoning further lands within demesne will be similarly rezoned in future LAPs. • Proposal will remove it of its natural setting. • Notes there are Tree Protection Orders within the Demesne. <p>Education</p> <ul style="list-style-type: none"> • Most schools are at full capacity. Additional facilities over the life of Plan should be based on the capacity of existing facilities and the needs of arising from new residential development in the area. • Notes the Cebrige Road already has 2 schools and other heavily patronised uses. • An increase in traffic without a serious upgrading of the roadway will lead to an increase in the accident rate. <p>Green Infrastructure</p> <ul style="list-style-type: none"> • Notes the new LAP revised the objective in relation to the preserving, protecting and enhancing of Green Infrastructure to exclude reference to a number of various locations including Leixlip Castle and Demesne and removing the later part 'to ensure they are actively managed to ensure their continued longevity.' This is unacceptable and needs to be reinstated. • Notes the new LAP has revised the wording of GI1.7 <p>Water/Wastewater/Sewerage</p> <ul style="list-style-type: none"> • Notes existing constraints in the capacity of servicing infrastructure within the town and its ability to service an increasing population and expanding commercial activities (Intel etc.). • Notes that Irish Water states that the recent upgrading of the Wastewater Treatment Plant will not be sufficient to cater for the needs of the Lower Liffey Catchment Area in the long term and needs further capital investment. Accordingly it is proposed that Council postpone the rezoning of the KDA until such at time as upgrading of such services is complete and any new developments be introduced on a phased basis. <p>Public Transport</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Notes the role of public transport services in an expanding town and points out the existing capacity constraints on the network. • Notes that the park and ride facility is at full capacity during the week and will need to be expanded. • Proposes that Council postpone the rezoning of the KDA until such a time as the upgrading of the Transport Rail and Bus corridor is completed and any new developments be introduced on a phased basis. <p>Population Needs</p> <ul style="list-style-type: none"> • Outlines issues in relation to population projections and calculates that the additional 3,315 houses will equate to 9,945 additional people. • Notes issues in relation to the provision of open space and the referencing of Park around the Wonderful Barn in table 7-3. States that this amenity is gone notwithstanding the development of the area for housing. <p>Sound Barriers (Noise)</p> <ul style="list-style-type: none"> • Plan makes no mention of Noise Pollution implications in the areas around the Wonderful Barn. Recommends the Environmental Noise Regulations 2006 be insisted upon in deciding any planning application. <p>Flooding</p> <ul style="list-style-type: none"> • In event that lands along the Rye are considered for development the Flooding report should be revisited and thoroughly evaluated. <p>Conclusion</p> <ul style="list-style-type: none"> • Notes that Leixlip developed primarily from a village infrastructure (centre of Village and Leixlip Castle are within an ACA) and that this status should be maintained and not undermined by the present rezoning proposals.
482	Connie Hegarty	<ul style="list-style-type: none"> • Proposal for 3,500 houses is too much for Leixlip as there isn't the infrastructure to support them. • Horrified to hear about the proposal to build 370 houses in St. Catherine's Park (Black Avenue). Leixlip part of St. Catherine's Park starts at gates beside the Fire Station. It was bought as an amenity for the whole areas. • Planners deciding on future of Leixlip do not know the area. The people of Leixlip should determine the future. We don't want just houses.

Sub. No.	Name	Summary of Submission
483	Patricia Kenny	<p>This submission relates to the Confey UDF and outlines the following issues:</p> <ul style="list-style-type: none"> • The proposal lacks any clear masterplan relating to access. Cope Bridge currently suffers from congestion during peak times making it difficult to access adjacent residential estates. The expansion to Intel will further add to the problems of congestion. • The use of the railway line as a selling point is flawed as line cannot adequately cope with existing passengers. UDF will place more strain on services. • Objects to the reference of Confey GAA grounds being underutilised. Proposal to move club to periphery is unacceptable. • Existing services and infrastructure already over-stretched. • Objects to any road going through St. Catherine’s Park. • Using Black Avenue to facilitate housing development is an attack on a vital green artery and disregards local needs and feelings. • Plan shows total disregard for the practical needs and quality of life issues of the residents of Leixlip – particularly in the Confey area. The plan needs to be revisited as a matter of urgency and the Masterplan completed to show residents precise details.
484	Jim Hegarty	<ul style="list-style-type: none"> • Proposal for 3,500 houses is too much for Leixlip as there isn’t the infrastructure to support them. • Objects to the proposal to build 370 houses in St. Catherine’s Park (Black Avenue). Should remain a green area for future generations. Leixlip part of St. Catherine’s Park starts at gates beside the Fire Station. It was bought as an amenity for the whole areas. • Planners deciding on future of Leixlip do not know the area. The people of Leixlip should determine the future. We don’t want just houses.
485	Helen Reidy	<p>This submission relates to the Confey UDF and outlines the following issues:</p> <ul style="list-style-type: none"> • The proposed upgrading of Cope Bridge lead to further congestion during peak times in particular it will have a negative impact on access/egress from adjacent residential estates. Will also result in the loss of hedgerow. • Irish Water (IW) currently undertaking studies to produce a Drainage Area Plan and model for the Leixlip area. The delivery of the LAP/UDF at Confey will require cooperation of IW. No agreement is in place with IW.

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		<ul style="list-style-type: none"> • Ground water in LAP is highly vulnerable with sections of extreme vulnerability. No detail has been provided what the over ground and underground analysis will entail. • The Confey historical/future flooding risk has been clearly identified. The Draft Plan has no on site flood risk analysis completed. No criteria has been offered to show what the scale/nature of a development would warrant an on-site flood risk analysis. • The UDF will have a very negative impact on traffic flow through Main Street and the local roads network within the Confey area.
486	Paige Holbrook	This submission relates to Black Avenue Key Development Area. The submission raises the same issues as Submission 54(a). Please see Submission 54(a) for summary.
487	Aaron Holbrook	This submission relates to Black Avenue Key Development Area. The submission raises the same issues as Submission 54(a). Please see Submission 54(a) for summary.
488	Holly Holbrook	This submission relates to Black Avenue Key Development Area. The submission raises the same issues as Submission 54(a). Please see Submission 54(a) for summary.
489	Thomas Holbrook	This submission relates to Black Avenue Key Development Area. The submission raises the same issues as Submission 54(a). Please see Submission 54(a) for summary.
490	Marie Holbrook	This submission relates to Black Avenue Key Development Area. The submission raises the same issues as Submission 54(a). Please see Submission 54(a) for summary.
491	Emma Mahon	Express regret that protection for St. Catherine's Park has been removed. Park is a superb resource and deserves protection. There is no justification for the removal of its protection and this should be restored.
492	Jim Stewart	<p>Object to any roads or development at St. Catherine's Park and the volume of housing proposed for North Kildare.</p> <ul style="list-style-type: none"> • Traffic islands outside Intel are causing serious dangers to cyclists
493	Barry Mahady	<p>Confey Urban Design Framework</p> <ul style="list-style-type: none"> • The agricultural land at Confey should be preserved. Confey forms an 'unofficial greenbelt' • Object to moving Confey GAA. Should not be moved to facilitate property developers • The rezoning of agricultural land at Confey is inappropriate as it supports wildlife including deer <p>Drainage and Flood Risk</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Confey is also used widely by walkers, runners, cyclists and hunters. A lot of Confey is marshland and within a major flood risk zone • There are a number of detailed flood events like in November 2002 • Building in Confey put surrounding areas like Mill Lane at risk of flooding • Building in Confey would create extra surface water • Confey graveyard floods regularly because there are springs underground <p>Architectural Heritage and Listed Buildings</p> <ul style="list-style-type: none"> • Why aren't the following buildings listed as protected structures: Confey House; Mount Thunder; Confey Stud House; Confey Abbey House; Sion Farmhouse; Newtown House (former library); Cope Bridge; two grottos at Marshfield House, Leixlip • Would like Heritage Office to conduct a survey of all historical buildings on main street, Leixlip • Owners should be required to maintain and repair historical buildings • Would like to see a preservation order put on all cottages in Buckley's Lane as they are early 20th century houses and form an important part of the streetscape • Would like see a preservation order put on 48 Main Street as this property was owned by Samuel Beckett's maternal grandmother. • In relation to Roantree linear park, proposals fail to acknowledge the remains of a lockgate from a mill race still intact and hidden to the rear of Shingled House on Main Street near Liffey Bridge which should not be destroyed <p>Cope Bridge</p> <ul style="list-style-type: none"> • Object to the widening of Cope Bridge and the loss of front gardens at Glendale as a result • Please extend Confey graveyard as it will have full capacity in three years time <p>St. Catherine's Park</p> <ul style="list-style-type: none"> • Building on Confey will put pressure on having a road through St. Catherine's Park • Do not want to see a road through St. Catherine's Park <p>Transport & Movement</p> <ul style="list-style-type: none"> • Building in Confey would see an increase in traffic in the whole town

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Object to traffic calming measures at the entrance to Mill Lane • When will cobblestones on main street be removed as these are dangerous? • Object to the bridges going from Confey to Glendale and Riverforest • Object to the building of a second street at the back of the ESB office <p>Black Avenue Key Development Area</p> <ul style="list-style-type: none"> • Object to the building of 350 houses in the St. Catherine’s Park area <p>Celbridge Road East Key Development Area</p> <ul style="list-style-type: none"> • Would like to see land to the rear of Leixlip Park used as housing as this area can handle traffic <p>Summary</p> <ul style="list-style-type: none"> • Objects to all houses at Confey • Objects to demolition of Cope Bridge • Objects to the reception of two new bridges at Glendale and Riverforest • Objects to moving Confey GAA • Would like to see preservation orders put on a number of buildings
494	Gary Lawless	<p>The submission has observations on several aspects of the LAP as well as the general urban development of Leixlip with the following points being made:</p> <ul style="list-style-type: none"> • Commends the plans to develop Leixlip but has concerns over the intention to make Arthur Guinness Square a pedestrian walkway which would remove one of the few car parks in the village • States that we have not protected St. Catherine’s Park in the plan. Also states that plan is contradictory as it is mentioned that trees should be preserved but the Black Avenue plan will invariably require the cutting down of trees. • Alarm at housing development in Confey questions how construction traffic will get to site, issues with passing primary school regarding traffic safety and pollution concerns. States that plan is to concrete over Confey similar to Adamstown. Questions if there are plans to widen roads and bridges and add bridges over canal which would take green space away from residents. • States that the proposal will turn Confey into a mini-town in direct competition with the town centre and even Riverforest which contradicts the draft LAP.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Has concerns about burial space provision at Confey cemetery and plans to construct apartments around the area. • Concerns regarding the proposed new street in Confey and divisions in the town that may arise. • General concerns about the capacity of the Local Roads in Leixlip to cater for construction traffic on a regular basis. • Questions the impact another school will have on the current one. • Questions if consideration has been given on the impact on local health services arising from the planned development. • Questions the terminology use to describe the proposed facilities in Confey as a 'Community Hub' • Issues regarding the lack of public transport available in the town. • Questions if plan has considered the capability of the existing water infrastructure to support the level of residential development planned. • States that the reference in the Draft Plan to the GAA lands in Confey as the underutilisation of strategic lands" is a blatant lie and show that this plan has been drawn up by someone who does not know the area or what is going on. States that Confey GAA is a thriving club. • Submission states that if construction traffic in Confey area requires him to take an alternative route with tolls or incur other costs for fuel / wear and tear on vehicle, he will be claiming for additional costs. • Final part of submission relates to Confey GAA and raises the same issues as Submission 178. Please refer to Submission 178 for summary.
495	Noel Feeney and Residents of Wogansfield	<p>This submission seeks to retain the agricultural zoning of Celbridge Road East KDA.</p> <p>General Concerns</p> <ul style="list-style-type: none"> • Submission includes a signed petition of 21 residents of Wogansfield • Concerns of impact on Leixlip Castle. Notes that Leixlip Castle and Demesne are both listed for protection in the CDP. Therefore LAP contradicts this. • States that land should be retained/ developed as park for existing residents and new residents of the Wonderful Barn KDA. • Concerned about impact of development on traffic and on road network in general combined with

Sub. No.	Name	Summary of Submission
		<p>developments in area such as Wonderful Barn. Notes that road is already congested with road servicing many existing uses (schools etc.) along with traffic travelling to adjacent settlements.</p> <p>Celbridge Road East KDA</p> <ul style="list-style-type: none"> • Concerns over proposed pedestrian and cyclist linkages for permeability and connectivity to Leixlip Town Centre via Wogansfield and Leixlip Park. Proposal will shatter the small and established community of Wogansfield. Asks what if any consideration did the Planning process give to the notion of as described in DMURS the sense of place in a community. • Considers Wogansfield to be totally unsuitable and would not conform to DMURS standards. Submission includes an urban place map should the boundary between Leixlip demesne and Wogansfield. Asks Planning Department to revisit this decision. • Development on Leixlip Castle land should be considered as a very last resort in rezoning land. If any development should occur here it should be People's Park with playing pitches etc.