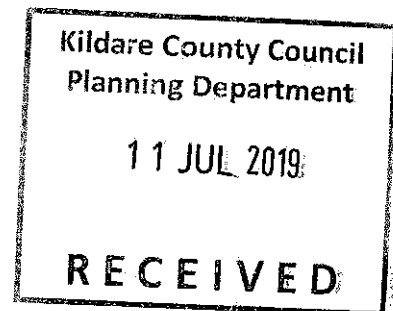


10 July 2019

Áras Chill Dara,  
Devoy Park,  
Naas,  
Co Kildare.



Submission on proposed Draft Leixlip Local Area Plan 2020-26.

To whom it may concern,

I wish to make the following submission regarding the proposed Draft Leixlip Local Area Plan (LAP) 2020-26

- 1) Access to the area proposed in the Black Avenue Key Development Area (KDA) is to be via Black Avenue itself, a narrow (single lane), ill maintained road on a hill side that overlooks Mill Lane. Black Avenue is the main access to St Catherine's Park, it is also the only access to the Wastewater management plant through which tankers travel every weekday to bring effluent to the plant. Currently traffic must stop at one end of the road to allow passage of on coming traffic, a section at the edge of the road is allocated to pedestrians and allows people to walk single file next to vehicles moving on the road. During the period of extension building works at the Wastewater plant, residents directly below this road along Mill lane reported rock falls into their back gardens as a result of the increased traffic to the Wastewater plant. Using Black Avenue as the main access road to this KDA would be insane.
- 2) The Black Avenue KDA would effectively cut St Catherine's Park off from Leixlip Village as Black Avenue will no longer be usable as a thoroughfare.
- 3) Increased traffic through Black Avenue will mean increased traffic through Mill Lane and this would adversely effect access of all residents along Mill Lane. Currently at rush hour access to and from Mill Lane to the Main street is already extremely difficult. This has been markedly increased following the expansion of the Wastewater plant and the increased traffic to that facility. More importantly it would also affect access to and from the Leixlip Fire Station, which will put lives at risk. As a medical doctor on call on a very regular basis I am personally concerned about it impacting my ability to respond to a medical emergency. If this DKA goes forward as proposed this will compound the problem.

- 4) The existing water supply, electricity supply and sewage management in the area is currently barely coping with demand. The water system is old, in poor repair, and not coping well with the pressure needed to supply current demands in the greater Leixlip area. Recent burst pipes in the greater Leixlip area left many parts without water for days. I would be concerned that increased demand in the area without appropriate prior investment in the above-mentioned infrastructural requirements would increase the number of supply failures already experienced in the area. As it is, residents in Mill Lane and Castle Park experience loss of water pressure or full loss of water when the fire station is refilling its tenders and tanks after a call out. Adding a proposed extra 350 residences to this already inadequate supply is not practical. I do not mention piped natural gas supply or high-speed internet because there is no piped gas or high-speed internet supplied to the Mill Lane area currently.
- 5) I would be concerned about lack of local amenities (newsagents/groceries/recreational areas) for the new development, and this would need to be guaranteed and constructed before construction begins on housing units. Otherwise new residents will have to travel down Black Avenue & Mill Lane just to access basic services.
- 6) There is cursory mention of the flood risk impact assessment in the Black Avenue KDA. I would be concerned about the impact of building in higher ground and the resultant increased flood risk closer to the river as natural water catchment areas will be obliterated by the development.
- 7) The physical appearance of St Catherine's Park will be drastically changed.
- 8) Given recent events, there would be a concern of antisocial behaviour in and around Catherine's Park with an increased population in the vicinity of the Park.
- 9) The Main Street Backlands Regeneration portion of the Local Area Plan is concerning, as traffic is already extremely congested at the Mill Lane/Main Street junction, converting a three-way junction into a proposed crossroads will only serve to worsen traffic conditions at a point that is already a traffic black spot.
- 10) Arthur Guinness Square is the main carpark in the village, increasing pedestrian access to it will catastrophically deplete the village's already inadequate parking areas, further reducing footfall in the village and making it less attractive for tourists to stop and enjoy Leixlip. If anything, an expansion of the car parking supply in the village is required in an area that is easily accessible to the village proper.
- 11) The statement on page 63 of the Local Area Plan that "Broadband is readily available in Leixlip" is false. High Speed Broadband is not available down Mill Lane, the physical telecoms supply is restricted to old copper telephone wires from the junction with the Main Street. Piped gas also terminates at that junction.
- 12) Has anyone seriously considered the impact of adding in excess of 3000 housing units on local traffic?

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11 JUL 2019

Midare County Council  
Planning Department

- a. Access to the village is mainly via the M4/N4 (junctions 5 & 6), this is the main road artery from the West of Ireland into Dublin and takes traffic from the greater Dublin commuter belt up to and beyond Enfield. As Local Area Plans for both Maynooth & Celbridge envision an even greater increase of housing stock in their own locations, both of which will be using this same road to access Dublin (Celbridge also uses Junctions 5 & 6.) A considerable proportion of this additional population will be travelling to Dublin along the M4/N4. Access to the N4 at Junction 5 involves a 2-lane road that joins all commuter traffic from Celbridge before joining the influx from the West. Currently most traffic from Confey intending to access the N4 must travel down Captain's Hill, join the village traffic along the Main Street & be met by traffic from Mill Lane (with the additional intended traffic from the Black Avenue development) all this forced onto a 2 lane road to feed into a congested commuter road. Access to the N3 is not simply out the back of Confey, it involves a 20-minute drive through country roads (provided those roads are empty.) The only other access to the village is up the R148 to Maynooth or down the R404 to Celbridge.
- b. Recent road resurfacing work in Kellystown lane has increased local traffic congestion on the access road from the N4 to the Village to term time levels. If this is what happens during the school holidays the lack of excess capacity to accommodate even a small traffic disruption like this is indicative that the current access options will not tolerate an increase in local population of the scale proposed.

13) Regarding public transport.

- a. Rail capacity currently means all passengers are standing if they board at Confey heading into Dublin at rush hour. With an increased population upstream in Maynooth, passengers at Confey may not be able to board the train.
- b. A park and ride facility of 50 places will not accommodate the volume of people driving from Celbridge to catch the train into town much less serve the population of Leixlip
- c. Buses are already at full capacity by the time most of the buses arrive in Leixlip Village during rush hour. Again, increased populations upstream in Maynooth will exceed current capacity at rush hour. The closest bus for people living in the proposed Black Avenue Development will be at the farthest end of the Village and most will not be able to commute to Dublin by bus.

14) There seems to be something wrong with the calculation that increasing the local population by over 3000 households equates to 20 additional childcare places.

15) As per Policy HC4, specifically HC4.1, Leixlip lacks a swimming pool, after close scrutiny of this LAP, Leixlip will continue to lack a swimming pool till beyond 2026.

Sincerely



Dr Charles Goh

MBBCh, BAO, MCAI, MRCS

