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6<sup>th</sup> July 2019

Ref: Draft Leixlip Local Area Plan 2020-2026 – Celbridge Road East KDA.

Dear Sir / Madam

We wish to object to the proposed development at Celbridge Road East (KDA2). This development will back on to Highfield Park, a quiet, established cul de sac.

Increased Pedestrian / Vehicle Traffic - Security & Safety Risks:

From reading the proposal it references a number of pedestrian routes to connect to the Wonderful Barn development. This will increase traffic through a quiet area and create additional security risks. Vehicle traffic on the Celbridge road will also increase as a result of the proposed wider development; this is on a road which is already busy given it's proximity to Hewlett Packard. Furthermore, the road in question has two schools located on it, additional vehicle movement creates a safety concern for pupils and residents in this area.

Impact on Historical Leixlip Castle Demesne:

The Celbridge Road East KDA is in the Leixlip Castle Demesne removing the castle from it's natural setting. This castle which dates back to 1171 is part of our heritage and it and it's environs should be respected and protected.

Impact on Highfield Park:

The proposed development at Celbridge Road East KDA backs onto the single storey dwellings in Highfield Park; a point while acknowledged in the proposal, is then followed with a worrying additional sentence of '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.' The proposal is likely to increase noise and reduce privacy for residents both prior to and after construction.

Considering the wider Leixlip LAP we wish to draw your attention to the following concerns:

Public Transport:

Reference is made to the electrification of the train line as a proposed solution; however, capacity within Dublin train stations is a challenge already (being the stated reason why the connections between Heuston and Connolly etc. cannot be maximised by the Hazelhatch line). The proposal does not appear to consider the existing rail bottleneck in the city centre which would be exacerbated by increased rail traffic from Leixlip. Therefore, the proposed solution is not practical.

Secondary School:

We note the report identifies the need for an additional Secondary school to be located in Confey. In September 1986 the current Confey College opened; however, despite the additional capacity, the only other secondary school in Leixlip (Colaiste Chiaran) that year had to delay attendance for first year students as the school was at capacity and awaited the erection of prefabricated classrooms to accommodate the first year pupils. 33 years later this report outlines capacity issues remain and that despite the many residential developments and proposed new residential developments; construction of additional secondary school outside of Confey is not planned. It is a mystery where the additional secondary school students will be accommodated.

Waste / Sewage:

We note the plan to divert flows from Leixlip Wastewater Treatment plant to create capacity; however, the infrastructure remains ineffective. Each summer the bottom of the Old Hill is subject to sewage odours and the ageing infrastructure created traffic chaos on 11<sup>th</sup> June 2019 when major leakages occurred closing roads. The report appears silent on a plan to address existing deficits.

The plan to increase housing in the proposed locations specifically KDA2 at Celbridge road east / Leixlip Demesne are short sighted and while we acknowledge the necessity for additional housing nationally focus should be on appropriate, well planned areas e.g. relocating Dublin port and creating a high density urban residential development closer to the city centre rather than destroying the very growing commuter towns and communities.

Yours sincerely,

June Stanley & Vincent Cunniffe