

Submission on the Leixlip Area Development Plan 2020 – 2026

Submitted by Karen Powell

Submitted on 10/7/2019

I wish to strongly object to the Leixlip Area Development plan 2020 -2026 in relation to the proposed re zoning of agricultural land at the Leixlip Castle Demesne for residential development. This is referred to as KDA Celbridge Road East on the Development plan.

My first issue is the demolition of the Demesne Gate lodge to facilitate the vehicular entrance and exit into this development.

The gate lodge is part of the leixlip castle demesne which is a protected structure, and as a result all structures on the demesne are protected also. The council can refer to section 8 in regard to that. The planner needs to refer to this also as it is a direct contravention of the legislation and guidelines regarding protected structures.

Removing the gate lodge to facilitate a junction onto Celbridge Road East doesn't address the issue of health and safety.

The access outlined on the plan is unsuitable for any type of residential access.

At the Celbridge Road, under the plan, a junction is proposed. The workability of this junction 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.

Also the number of residential units proposed in both developments will undoubtedly increase the traffic on to this part of the road which has a restricted view, so the safety of this junction is questionable. The safety of this junction will be further compromised if the National transport authority plan for a change in the bus services on celbridge road east goes ahead. So along with existing traffic, we have vehicles from both KDA's accessing a blind junction with increased bus traffic leading to a massive increase in the possibility of accidents on a regular basis.

Within Leixlip Park the proposed blasting of holes in the Leixlip castle demesne wall has a number of issues which the planner clearly didn't think through on any level.

The plan contains three access paths into Leixlip park for cyclists and pedestrians. All three are proposed by the planners with a complete absence of 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. They are rights of way to the private properties of the residents all along the back road 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. In fact, we residents would be within our rights to protect the right of way by erecting gates at the lane entrances off the secondary vehicular road in Leixlip park 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. If a stranger enters the lane and a resident is driving to access the rear of their property, an oil delivery truck is working or a skip is in situ on the property of any resident, a serious accident could occur. And also if a resident 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 the right of way attracting anti social behaviour on our private property namely the lane behind each residence. All residents are entitled to reasonable enjoyment of our properties which will then become fraught with difficulties as the private properties become subject to all sorts of issues arising from open access on the lane. 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 any stranger on the lane.

The third proposed cycle and pedestrian entrance is of further concern. The site of the proposed access is on a bend which would raise safety concerns.

Unlike Germany, we have not yet grasped the concept of giving way in this country so consider 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 such as school start and finish times when this area could be potentially very busy and as result very dangerous.

I can only conclude that safety concerns have clearly not been considered by the planners at all.

Under this draft plan, traffic issues on the Celbridge road will escalate.

With the proposed development at Celbridge Road East and the current development under construction at the wonderful barn, would come a considerable increase in traffic on this road. As the majority of vehicles would be potentially accessing the celbridge road during peak times this road would become a nightmare.

As it stands there are ramps on the road and one pedestrian crossing at Colaiste Ciaran. There is no further traffic calming after this until the stop sign or yield at Galvins Cross. This extra traffic on this road would be of significant impact on all users.

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 severly congested. In reality, add potentially another 700 – 1000 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 didnt consider this and presumed that this is a grand quiet secondary road without doing any research.

The proposal on the LADP regarding access to Leixlip Village Pound Street is another questionable idea. To allow access from a great height onto pound street is to my untrained eye, appears to be at the rear car park at AIDI supermarket. If this is the proposed access area then I must point out that 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 the corner had to be closed to repair this. And this structure was only an unused boundary. Imagine the consequences if this sort of landslide occurred on a public path.

I can only assume that the planners must have only used an arial view of the area as 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 than the previous one and as such should again be dropped from the draft Leixlip area Development plan 2020-2026.

