

14) Local Area Plan is treating Leixlip issues as an isolated point, does not reference that Leixlip shares road network, public transport, waste water/fresh water, power, community infrastructures with nearby towns of Lucan, Celbridge and Maynooth all of which are set to grow from 30% to 60% in size over the next 6 years. Plan is focused on too many small measures like improved permeability for pedestrians as the answer to the larger problems facing town.

15) Proposed road networks for Confey have been touted in Local Area Plan but nothing has been decided on. Impossible to call something a 'plan' with so many unknowns in place. Road through St Catherines Park is still a distinct possibility which goes against County Plan objectives to preserve green areas for Public use.

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# Draft Leixlip Local Area Plan 2020 - 2026

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<http://kildare.ie/CountyCouncil/Planning/DevelopmentPlans/LocalAreaPlans/>

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## Summary of Issues for Celbridge Road East rezoning for Development

- 1) Previous Local Area Plan had unanimous support for this rezoning to be removed. No change to land or infrastructure since then.
- 2) Housing Density has increased from 30 units per hectare to 35 units per hectare without any reasons given
- 3) Existing mature treeline bordering Leixlip Park, Wogansfield and Highfield to be removed as per Build Vision diagram in Local Area Plan, this is against County Development plan objectives to sustain natural habitats.
- 4) Planning statement that height of land is to be reduced is vague, specific details need to be included i.e Land to be reduced to level with base of Boundary wall.
- 5) Pedestrian paths through Leixlip Park and Wogansfield were removed from previous Local Area plans as they were objected to on health and safety issues (existing estates cannot deal with influx of foot and cycle traffic
- 6) Proposed Road through HP land (Barnhall link road) which planning states will be built prior to development taking place is still at idea stage. Land has not been sourced, no surveys completed, no overtures made to current owners of land. It is same situation as 2004 where promises were made to enable rezoning of The Wonderful Barn but then the promises were reneged on. No legal or regulatory guarantees in place to ensure road will be built before or after housing units.
- 7) Flood risks to land but no flood risk assessment to be made prior to rezoning
- 8) Celbridge Road East Linear Park being portrayed as a boon to the community. Reality is that the Linear Park is the 90 metre wide strip of land that the developers cannot build on due to noise and health issues from proximity to motorway
- 9) 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 Local Area Plan despite the Strategic Transport Assessment document (attached to Local Area Plan) calling out that there are already serious traffic issues turning right at this junction.
- 10) 25% of new houses to be built in Leixlip will be in on Celbridge Road (The Wonderful Barn and Celbridge Road East). But we are outside the 1 km catchment area for use of the Train Station and so are heavily reliant on Bus services. New bus service will go through Celbridge first, so lack of spaces when it finally reaches us. No plans or data in Local Area plan to address capacity of public transport around peak times.
- 11) No provision for homes or retirement facilities for the elderly in Local Area plan in spite of 25% of population aged over 55 years.
- 12) 5 pedestrian routes being considered for new development, 2 have health and safety issues (Leixlip Park/Wogansfield), 1 is through car park in Aldi (engineering issues overcoming height difference in land) and 1 is through the grounds of Leixlip Castle (privacy issues, unlikely to gain permission from landowner)
- 13) Development being driven by Kildare County Councils desire to hit a goal of 3315 new homes for Leixlip, the quality of land and infrastructure is of secondary concern). Also been driven by private landowners desire to rezone agricultural land that is isolated by motorway, residential development and river.