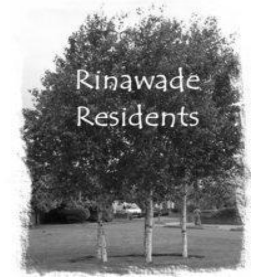


Draft Leixlip Local Area Plan 2017 - 2023
Planning Department,
Kildare County Council,
Aras Chill Dara,
Devoy Park,
Naas,
Co. Kildare



11 Jul 2019

RE: Draft Leixlip LAP 2017 – 2023

On behalf of Rinawade Residents association I wish to voice concerns regarding the Draft LAP for Leixlip.

To summarise, the current plan rezones land without any rationale being given, that would take a decade or more to develop, without the parallel provision of improved infrastructure (water, electricity, public transport, etc), 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.

Concerns in detail are as follows:

1. The LAP does not provide a Master Plan as directed by ministerial order.
2. MT1.4 No ecological analysis has been completed on the effects of this LAP.
3. 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.
4. The increase of densities at Key Development Areas, and the addition of new Key Development Areas to provide over 3,000 new units in Leixlip has been added to the Plan without any documented reasons or argument to justify it.

5. Key Development Areas that were removed from the last Local Area Plan by unanimously backed Material Alterations have been included again, again without supporting reasons or arguments.
6. The land to be rezoned is so extensive that it cannot be developed within the lifetime of this LAP. This seems like a risky proposition. If allowance had been made previously for road or other service provision in previous developments, we would be in a better situation now. The risk exists of replicating the mistakes of the past. It also means the prospect of a minimum of ten years of construction (with associated traffic) in and around the town of Leixlip.
7. The plan does not allow adequately for the traffic implications of further development at Intel.
8. The National Planning Framework states that development should be achieved through infill and Brownfield development rather than an over-reliance on greenfield, edge of town development. The LAP instead focuses on new greenfield sites, which will require new road infrastructure and services.
9. 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 LAP. Not only that, but the LAP now directly proposes a road through the park to facilitate a major housing development at Black Avenue. This has happened despite the major public pressure to protect the integrity of the park shown by the 1021 submissions in 2017.
10. 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. Instead the LAP threatens natural heritage, high quality amenity areas and other green spaces in Leixlip. This proposed 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.
11. The Draft LAP makes no specific provision for
 - Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty, and which have seen recent outages, and an ongoing problem with smells in the village.
 - 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 centre should be located as centrally as possible and on public transport routes.
12. This proposed LAP is contrary to S6 – “To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure”. The existing water, waste & power supply which is aging and faulty are unable to support developments of this scale. The towns 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 is Q4 - 2022.
 13. 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.
 14. Leixlip’s geography poses particular challenges. Journeys from one side of Leixlip to another require travel, often down a steep hill, generally through the village centre. This leads to heavy traffic, which coupled with the lack of parking has caused decline in the amenities provided in the village itself.
In addition, provision of infrastructure has tended to lag behind development. It is difficult to see how, for example, the provision of infrastructure for cycling being developed in Maynooth could be replicated in Leixlip, raising concerns about exactly how proposals in the LAP will be achieved and what effect on current residential estates there might be. 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 residents and the prospective new residents require.
 15. 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. This is not factored into the LAP.

	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%

The close proximity of these towns, their sharing of roads and public transport links, and indeed sharing of infrastructure as a whole need specific acknowledgement in the LAP. As it is, an accident on the N4 or M50 has the potential to create gridlock around Leixlip and especially in the area of Captain's Hill. Trains and buses are at capacity at peak times, and as the "next stop" on the lines, Leixlip is likely to suffer more from excess demand for these services.

In summary the requirement for Leixlip is to 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. It is 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 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.

If you require any further information on this submission, please email rinawaderesidents@gmail.com

Yours sincerely

Cathy Barry , Chairperson, on behalf of Rinawade Residents Association