

Sherina Spillane Kapostina



10 July 2019

Draft Leixlip Local Area Plan 2020-2026,
Planning Department,
Kildare County Council,
Aras Chill Dara,
Devoy Park,
Naas,
Co. Kildare.

**Re: Draft Leixlip Local Area Plan 2020 – 2026 (“DLLAP”)
Objection to rezoning of Celbridge Road East**

Dear Sir/Madam,

I wish to make the following Submission in relation to the Draft Leixlip Local Area Plan 2020 – 2026 (“DLLAP”)

1. Leixlip In Context

- 1.1 As set out in 2.1 of the DLLAP Leixlip sustained ¹*“rapid expansion”* in the 1970s and 1980s and again in the 1990s with the development of HP and Intel with a combined work force of 9,000 employees.

Despite the physical constraints of the M4 motorway to the south, the railway and Royal Canal to the north and west and St. Catherine’s Park to the east there has been ongoing development in Leixlip in recent years comprising of Glen Easton, Cluain Dara, Rinawade, and most recently Beech Park (where they are still building).

Rezoning has already taken place at the Wonderful Barn and housing stock has been built in Easton (formerly KDA 3) now called Westfield.

Despite the *rapid* nature of the growth, facilities and infrastructure (including a bus service) have been very slow (taking years or decades) to catch up and in some cases (i.e. that of a swimming pool) still do not exist.

2. Public Realm Improvements

- 2.3 Section 5.5 outlines a number of aspirations for improvements within the Town Centre with no concrete proposals of how, when or whom is to undertake the improvements. **I submit** that detailed proposals together with a timetable should be outlined in the DLLAP.

¹ Leixlip Draft Local Area Plan 2017 – 2023, page 4, paragraph 2.1



- 2.7 Section 5.5.1 concedes that there is a lack of carpark facilities in the town. However it also states the intention to remove on-street parking to make room for cycle-lanes etc and incorporating market stall areas etc into the parking facilities at Arthur Guinness Square.

Section 5.5.1 also proposes that Arthur Guinness Square be improved to encourage pedestrian zone, market stall areas etc. The LAP also envisions a cycle path narrowing the road through the town further. Again there is no mention of how this is to be achieved.

I submit that detailed proposals of how to achieve the Public Realm Improvements together with a schedule for completion should be outlined in the DLLAP

It is clear that the two objectives above are in direct competition with each other and the DLLAP is silent on how to achieve a balance.

3. **Enterprise, Economic Development & Tourism**

- 3.4 The DLLAP mentions the connection to Guinness and the Wonderful Barn enjoys a natural connection to Castletown House.

Both connections should be utilised to the fullest extent possible in order to promote Leixlip in similar terms as Celbridge.

A proper phased development plan should be put in place to develop the Wonderful Barn as has been envisaged for a number of years.

Case in Point re: the folly of inspirational aims without concrete plans.

In 2004 Kildare County Council issued the Wonderful Barn and Barnhall House Action Area Plan, 2004. The following goals were set out:-

²*“The Wonderful Barn - Performance centre, exhibition area and civic space at ground floor.....*

Barnhall House - Café/ Tea Rooms or Restaurant utilising the walled garden area to the rear as a paved seating area or terrace.

Outbuildings: Public Services Centre incorporating a One-Stop-Shop for services from Leixlip Town Council, Kildare County Council, FAS, LEADER groups, etc.....

Garden Centre or nursery using the outbuildings as a base and the surrounds gardens as growing and display areas. ...

Landscape Plan: detailed planting, landscaping and including a Walled Garden , a Wildflower Garden and an Orchard.”

² Wonderful Barn and Barnhall House Action Area Plan, 2004 (extracts from text)



None of the above has been completed. Renovations were carried out on the Wonderful Barn itself and the rest of the buildings have been boarded up.

The picture shows **Barnhall House** as it currently is, note the graffiti, broken window and “keep out” sign from Kildare County Council. The longer the building is left to rot, the less chance there is of this once beautiful house becoming a Café/ Tea Rooms or a

Restaurant.

Failure to develop the Wonderful Barn as a tourism attraction deepens the risk that the Wonderful Barn will continue deteriorate and decay. There is also the possibility that it will be irreparably vandalised etc unless it is protected.

I submit that there should be a phased plan in the DLLAP to develop the Wonderful Barn and the facilities listed above.

It is noteworthy that zoning has taken place and the lands are due to be developed in the coming months.

4. **Housing & Community**

4.1 Housing Size: The DLLAP notes that a number of estates, i.e. Rinawade/Beech Park/Cluain Dara) have been built in recent years. The build form is mostly houses with several bedrooms attracting young families. This influx has been accommodated into the local areas. The DLLAP makes no mention of existing capacity issues at football clubs, childcare facilities, etc.

4.4 Residential Density, Mix & Design

91% of all housing stock in Leixip is traditional housing units. This mode of housing stock should be retained. It is not consistent with the local area to build apartments/townhouses, etc. It is a well-established fact that apartments/apartment buildings and townhouse type units with little curtilage become unsightly. In most cases many estates fall into in a state of disrepair particularly with apartment buildings owing to issues with management companies, maintenance and lighting of shared grounds/common areas, insurance, etc.

It is also noteworthy that landlords and vulture funds are attracted to apartments/townhouse type builds and whilst there is a vested interest in preserving the property, inevitably the units fall into disrepair.



4.6 Community Facilities

Planner's Comments: During a meeting with the planners – a planner stated that for the KDAs the requisite services would follow the zoning and subsequent developments.

I submit that this practice is not in the interest of good planning

Case Study: Lucan/Adamstown was engineered along the same lines – build housing and then the services will follow. Lucan (and its inhabitants) are currently enjoying the fruits of that method, with news reports of youths involved in antisocial behaviour. Several years ago it was reported that Lucan had the youngest population of under 10s in EUROPE. It would appear that the then under 10s have grown up without the focus that proper youth facilities provide and the news reports tell the story of facilities that never followed demand. See attached link (5 May 2017) where Lucan Garda are calling for extra facilities to cater for young people in the area. <http://www.dublinlive.ie/news/dublin-news/lucan-residents-concerned-anti-social-12990790> (Appendix 1)

The DLLAP does not mention any concrete plans to create, extend or upgrade any of the existing services or facilities in Leixlip in line with the proposed population growth.

An argument may be made that Leixlip is not Lucan, however when you take into account the expected growth for all of North Kildare – the need for the provision of adequate services equates to the development of Lucan. Please do not make the same mistakes.

I submit that any additional facilities be identified and listed in the DLLAP and a phased programme (including completion dates) set out.

There is no mention of the long-awaited public swimming pool in Leixlip, Celbridge, Maynooth or Kilkock which is a deficit felt by all the inhabitants of North Kildare.

- Under Parklands:

- (i) St Catherine's Park

- In the case of CELBRIDGE ROAD EAST - Catherine's Park would be a 5km walk.

- (ii) The Wonderful Barn parklands.

- A substantial part of this land is rezoned, part of the remaining lands is currently used by allotment holders and the balance would require significant investment to facilitate its use as parkland, i.e. the edges of the land transverse the M4. For safety reasons a fence would need to be resurrected around the M4 border to ensure that an errant child or dog did not make

their way through the "brush" (the only barrier) and onto the M4.

Furthermore the ground itself would need work to bring it to a standard where the public could roam.

Again there is no mention of any extra facilities (such as a playground) for the units of housing that will be built beside the Wonderful Barn.

I submit that detailed proposals for the Wonderful Barn together with a timetable should be outlined in the DLLAP.

I submit that Celbridge Road East would be an ideal location for parklands/playgrounds for Leixlip.

- Under Playgrounds:
 - (i) Leixlip Amenities Playground – is a small playground by any standards (it is situated in a corner of the Amenities Centre) and only caters for children up to the age of five or so. It would be completely incapable of facilitating the proposed expansion in population growth without immediate renovation.
 - (ii) St. Catherine’s Playground – is actually located outside the boundary of the DLLAP and should be removed. Furthermore, it is inaccessible to anyone living on the “Celbridge” side of Leixlip without a car.

4.6 Healthcare / Fundamental Services for Children in Leixlip

I submit that there are record wait lists in order to avail of services for Health Services for Children in North Kildare including Speech and Language Therapy; Assessment of Need, with only those with acute needs being prioritised (and seen to within one year).

As the demand is so high the only services available are diagnostic services (and not a treatment). Therefore parents of children who may need Clinical Physiological Services, Occupational Therapy, etc have no option but to avail of these privately or through free organisations such as Middleton Autism Services.

I submit that a population increase as proposed without provision for additional services would have a very negative impact on an already congested system with far-reaching social implications for the community in general.

4.7 Sports Facilities:

- (i) The listed facilities under this heading is misleading, for instance Leixlip Amenities Centre is home to Liffey Celtics Basketball Club, Leixlip Tennis Club, Le Cheile Athletics Club.

It is also worth noting that you must be a member of the particular Sports Club to use the facilities, i.e. they are not free (nor freely available) to all.

- (ii) Leixlip Football Club (Leixlip FC) has a policy of cutting children from teams due to over subscription and lack of resources to deal with the demand.
- (iii) Leixlip Scouts have a year's waiting list (for five year olds to join) and up to two years for older children - you are basically waiting/hoping for a child to drop out and you can take that place. They do not have the capacity to take more children.
- (iv) Leixlip Library is not open full time and does not open on any given day until 13:00 or 14:00 respectively making it completely inaccessible to a significant percentage of the community.

All of the above have current issues with of resources and there is a clear lack of acknowledgment in the DLLAP of the real situation on the ground.

5. Movement & Transport

The DLLAP is silent on the fact that most residents of Leixlip travel to work by car (as outlined in the previous draft) although it acknowledges that Leixlip is a commuter town with a reliance on the M4.

I submit that Traffic Impact Assessments should be performed in advance of any further zoning and particularly in relation to CELBRIDGE ROAD EAST – as the effects of the rezoned lands at Wonderful Barn should be incorporated.

6. Infrastructure & Environmental Services

6.1 Waste Water / Water Services (Extract from from KCDP):-

³7.2.2 Wastewater Kildare is served by circa 37 wastewater treatment plants. The largest wastewater treatment plants are located at Osberstown and Leixlip. Wastewater collection and treatment capacity has struggled to keep pace with development and many networks and plants in the county are operating at capacity.

A contract to upgrade the capacity of the Osberstown Wastewater Treatment Plant commenced in 2014 and will be completed in late 2017. The Leixlip wastewater treatment plant is currently being upgraded and is due for commissioning in mid 2017

*A significant proportion of this capacity will be absorbed by a large industrial connection and headroom **capacity for other development will be limited.***

³ Kildare County Council Development Plan – P150, paragraph 7.2.2

“limited” is the operative word. Kildare County Council is rezoning lands across North Kildare all of which put additional stress on the Leixlip plant. The limits must be identified.

I object to any further rezoning or plans to develop lands within the Leixlip area and particularly in relation to CELBRIDGE ROAD EAST unless and until any capacity issues, have been identified **and resolved**.

6.2 Surface Water & Ground Water

It is also noted that Irish Water will be preparing a Drainage Area Plan (DAP) for the Lower Liffey Regional Sewerage Scheme (including Leixlip), to identify solutions to provide capacity for future residential development by 2019.

According to the Strategic Flood Risk Assessment Report Leixlip is susceptible to several types of flood including Fluvial and Pluvial.

As testimony to the incapacity of the treatment centre to deal with the waste water – the inhabitants of Leixlip must endure the odor of untreated sewerage throughout the town. This was recently reported on in the national news - see attached link reported by RTE on 30 March 2017 - <https://www.rte.ie/news/leinster/2017/0328/863198-leixlip-sewage/> (Appendix 2)

I submit that in the interest of good planning any further rezoning (particularly in relation to the lands at CELBRIDGE ROAD EAST) is deferred unless and until the results from DAP is available.

6.5 Pollution - Although the DLLAP is silent on the recent proposal to allow larger aircraft to land at Weston Airport (as technically the boundary is outside the DLLAP). **I submit** that investigations should be taken to assess the level of air pollution, noise pollution and the affect that low flying aircraft have on the surrounding area.

7. Built Heritage

Unless the Wonderful Barn is developed as a tourist attraction there remains an inherent risk that it will decay and the options at that point become bleak such as putting steel fencing around it as is the case of the yard in Catherine’s Park. (see picture)



8. Natural Heritage, Green Infrastructure & Strategic Open Spaces

8.1 The DLLAP refers to maintaining the green infrastructure of Leixlip and mentions maintaining stepping stone habitats such as green areas in estates. It



does not identify any of these as “*Infill sites*’ despite the plan of to develop 60-80 housing units within the boundaries of the DLLAP.

- 8.2 Leixlip Castle Demesne is specifically mentioned a key Local Biodiversity Area as is Wonderful Barn and St Catherine’s Park.

As there are proposals to rezone two of the Areas mentioned above (namely the Wonderful Barn and Leixlip Castle Demesne. **I submit** that the proposal to rezone CELBRIDGE ROAD EAST directly contravenes the above protection and the rezoning should be reconsidered.

- 8.3 Open Space is listed as

“St Catherine’s Park, neighbourhood parks, local parks and numerous amenity green spaces adjacent to residential areas”.

I submit that part of St Catherine’s Park is located outside of the boundary of the plan. Furthermore transport is needed to access the park if you live on or near the Celbridge Road.

“Formal sports amenity areas (Leixlip Amenity Centre, various GAA/Soccer grounds”

I submit that the sport clubs are member-based fee-paying facilities and should not be included in open space as they are unavailable to non-members

9. Key Development Area

- (a) **Suggestion / Alternative Use**

I submit that Kildare County Council should consider an alternative use for the lands at CELBRIDGE ROAD EAST .

CELBRIDGE ROAD EAST is uniquely situated being a direct link between Leixlip Castle and the lands connecting to the Wonderful Barn which in turn enjoys a natural connection to Castletown House.

The lands should be preserved as parklands (or remain unaffected by zoning) to allow the possibility of creating a tourism and heritage trail – from Leixlip Castle through Leixlip Demesne Parklands to the Wonderful Barn and eventually a link to Castletown. This could incorporate a much needed playground.

This alternative requires vision but if the link between Leixlip Castle and Castletown was established – even in twenty years – it would lead to employment, tourism, heritage conservation, etc.

The parklands in Castletown are now used every weekend for park runs etc. The lands at CELBRIDGE ROAD EAST in time could be utilised in the same way.

Leixlip also requires a playground on the scale of Maynooth / Catherine's Park and CELBRIDGE ROAD EAST would be a suitable location.

I submit that if the lands at CELBRIDGE ROAD EAST are rezoned then Leixlip will lose a unique opportunity which could provide an endless resource to the town.

Observations / Objections to proposed rezoning at CELBRIDGE ROAD EAST

I object to the rezoning of the lands in CELBRIDGE ROAD EAST on the following grounds:-

(b) **Built Form / Height of the Lands in CELBRIDGE ROAD EAST**

Planners have played down the issue of the height of the lands in CELBRIDGE ROAD EAST. During the development of the M4 the lands at CELBRIDGE ROAD EAST were used as an infill site and as a consequence the lands were raised upwards of 2 meters.

In the picture below – taken from the Boundary Wall which you can see at the bottom – I have placed an average sized ironing board beside of the trees inside the hedgerow. Behind the tree – you can see a traffic cone (look for the white reflection – and to the side you can make out a track (which cows walk up and down). The point of the picture is to demonstrate the height differential of the lands in CELBRIDGE ROAD EAST. This differential is across the lands at CELBRIDGE ROAD EAST – and is higher in some parts.



I object to the proposal to allow units in CELBRIDGE ROAD EAST to go up to 2/3 storey in height due to the fundamental height difference at ground level. To allow units to be built to this height will create a negative visual impact on the existing houses in Leixlip Park and could well create a scenario where any development completely overlooks the existing housing in Leixlip Park.

(c) **Protection of Leixlip Castle Demesne**



The lands exist within the boundaries of Leixlip Castle Demesne which enjoys a number of protections which should be maintained.

I submit that the proposal is at odds with Architectural Policies which seek to exclude piecemeal development within the curtilage of a listed historical building in order to protect the historical and architectural importance of the demesne and country house.

I submit that the proposal contravenes the objectives as set out in The County Development Plan on Architectural Heritage which has specific policies in respect of the protection of country houses and their demesne (See policy 12.4.1, 12.8(PS 2,3 & 6), and 12.8.5).

I submit that Chapter 13 of the Architectural Heritage Protection Guidelines (attached) issued to the Local Authorities also affords protection to Country Houses and their demesne.

Each of the above policies focus on the protection of Country Houses and their demesne and would certainly apply to Leixlip Castle and the lands at CELBRIDGE ROAD EAST .

I object to the assertion that the ⁴*“Key Development Area is physically and visually separated from Leixlip Castle by a woodland belt”*.

I submit that the woodland belt is largely made up of trees that are deciduous in species and will provide very little cover in the winter seasons. Therefore any new development, especially one which reaches two storey in height, will be completely visible and ruin the aspect of the Castle.

I submit that the natural boundary surrounding Leixlip Castle is the Demesne Wall which enjoys its own protection and this should remain in place.

- (d) **I submit** that there are very real issue with access points to CELBRIDGE ROAD EAST (both pedestrian and vehicular) and for this reason alone the site is unsuitable for rezoning to residential use.

The DLLAP sets out proposals for access to CELBRIDGE ROAD EAST :

- Pedestrian access to local schools/shops: by removing sections of a protected structure, i.e. the boundary wall inside CELBRIDGE ROAD EAST to allow for pedestrian exits, traversing through existing estates – which is not acceptable.
- Pedestrian access to Leixlip Town Centre – by going around Leixlip Castle. It is highly unlikely that a right of way would be granted by private landowners to allow the general public transverse their private gardens.

⁴ Leixlip Draft Local Area Plan 2017 – 2023, page 75, Section 12.1.2

- Pedestrian access to Leixlip Town Centre via Pound Street. This is not achievable due to height differentials - see my observations below
- Vehicular access via an opening onto the Celbridge Road at approximately the same juncture (on the opposite side) as the envisaged entrance/exit to the development at the Wonderful Barn which poses safety issue and would require a serious upgrade to the Celbridge Road to deal with the additional traffic.

I set out below my observations in relation to the proposed entrances/exits and **submit** that the lands at CELBRIDGE ROAD EAST are unsuitable for rezoning for the following reasons:-

I object to the passage which states that “*sections of the wall may need to be removed to facilitate pedestrian access*”

- (e) **I submit** that the Kildare County Council should protect the boundary wall in its own right having regard to the strong historical links to Leixlip Castle and Leixlip Demensne) and not allow any breach or destruction in line with its own objectives.

I object to the removal of any section of the Boundary Wall which aligns Leixlip Park for the following reasons:-

- There are very limited options available to create pedestrian routes to the Celbridge Road, the only options being through Leixlip Park or at Wogansfield (both breaching the demesne wall). The only option at Leixlip Park is on a bend which has already been reported to Kildare County Council for health & safety concerns as cars regularly drive at speed around the bend – we are looking at putting in speed bumps to counter the issue. Realistically although this route and a further breach at Wogansfield are the only access points for shops, schools etc and heavy footfall can be expected – and it is foreseeable that there will be an accident.
- **I submit** that increased footfall through Leixlip Park, i.e. the pathways and roads will need to be upgraded and repaired to deal with the increased footfall from the proposed 420 households.
- **I submit** that if there is a pedestrian walkway through the estate there will be very real security issues as Leixlip Park enjoys the use of the back-lanes which may become avenues/shortcuts, crime issues, etc. This will have to be investigated in consultation with An Garda Síochana and a practical solution (such as electronic gates on the entrances of the back-lanes) agreed before any decision on granting pedestrian rights could be considered.

- (f) **I submit** that if there are to be no pedestrian exits from the zoned lands in CELBRIDGE ROAD EAST (other than the main exist onto the Celbridge



Road) along Leixlip Park then provisions will have to be made to protect the back lanes including the boundary wall, trees, shrubs etc from persons (or indeed children) wishing to take a *short-cut* via Leixlip Park's back lanes to access the nearby shopping centre or indeed schools. Failure to protect the back lanes could result in the foreseeable harm or injury to a child seeking to use the "*short-cut*" and it will then be a matter of who is responsible.

- (g) **I submit** that the proposed exit at Pound Street is not viable as a link to Leixlip Village. As mentioned there are very real issues in relation to the height which cannot be easily engineered around. In the picture below you note the two red lines – this is where the route to the village will go through. **NOTICE the two JCBs at ground level and the distance to the upper ground level.** This is indicative of the height difference of the land.



This above also demonstrates that there would be very real issues with drainage etc if the lands at CELBRIDGE ROAD EAST are developed as the route would become a natural waterway.

It is also worth noting that this site is now an ALDI car park. It inherently goes against good practice – not to mention Health & Safety – to put a pedestrian walkway through a shop carpark and it is quite frankly farcical to suggest this route as a viable option.

- (h) **Vehicle Access to CELBRIDGE ROAD EAST and/or Celbridge Road(R404).**

The Celbridge Road contains nine speed bumps as a traffic calming precaution. There are also two sets of pedestrian lights.

- (i) **I submit** that a Traffic Impact Assessments should be undertaken to evaluate whether it is feasible to have vehicle access points onto the Celbridge Road at roughly the same point on opposite sides of the road.
- (ii) **I submit** that funnelling vehicles from an extra (combined) 900 homes will have a negative impact on the Celbride Road. A simple calculation of one or two cars per household could



realistically result in an additional 1,200 to 1,800 vehicles onto the Celbridge Road.

By way of context traffic flow onto the Celbridge Road consists of:

- Hewett Packard – with approximately 3,000 employees
- Sports: Barnhall Rugby Club - there is currently a severe shortage of parking in Barnhall Rugby Club with the result that on match days' cars are parked precariously on the side of the road around the Celbridge Road roundabout up to Hewett Packard. A suitable solution will have to be explored if any increase in traffic is considered.
- Shopping Facilities - Barnhall Shopping Centre (with approximate six units including Spar, hair salon, pizzeria, pharmacy and a cafe), another shopping centre (with approximately six units including hair salon, charity shop, mechanic suppliers, barbershop),
- The only petrol station in Leixlip is found on the Celbridge Road.
- Colaiste Charian – secondary school
- Current housing estates (approximately 1,000 houses in total): the following estates also feed traffic onto the Celbridge Road: Leixlip Park, Elton Court; Forest Park, Sycamore, Castletown, Highfield Park, Woganfield, Knockaulin, etc.

(iii) It is also worth noting that the Celbridge Road (R404) links in with the Dublin Road (R403) and allows access from Celbridge and Leixlip to the N4. The Dublin Road (R404) is already extremely busy and one would question whether it has the capacity to take the additional vehicles envisaged (together with the additional units proposed for Celbridge).

- **I submit** that the combined effect of the proposed rezoning in Celbridge which will also feed onto the Dublin Road seeking to enter the N4 should be investigated prior to the rezoning of the lands at CELBRIDGE ROAD EAST

(i) **Weston Aerodrome**

The DLLAP is silent on the recent proposal to allow larger aircraft to land at Weston Airport. By way of background in 2014 an application was made to Kildare County Council to change the Regulations to the aerodrome (specified by EU Regulation 139/2014) without going through the normal KCC planning process. Although KCC previously made clear to Weston that their 'stopway'



which runs into County Kildare cannot be used or construed as a 'runway' - Weston now want EU Regulation 139/2014 to be referenced in the Kildare CDP, for consideration in any planning applications. This Regulation however, applies only to airports that handle more than 10,000 passengers a year; or handle over 850 cargo movements a year. The Regulation says that airports with less traffic can be exempted.

I submit that the lands in CELBRIDGE ROAD EAST are unsuitable for rezoning due to unacceptable noise and jet fuel residues - there are already low-flying jets using Weston and it appears that the aerodrome is considering expansion.

I submit if the lands at CELBRIDGE ROAD EAST are to be considered for rezoning then Weston Aerodrome and any future changes to the Regulations are taken into consideration as Weston Aerodrome and the aircraft utilising the airport will have a direct impact upon the residents.

(j) **Proximity to the N4 / Noise Pollution.**

It is a fact that certain houses in Leixlip Park are within 150 metres of the M4 motorway. If the lands are rezoned (and in keeping with best practice to build at least 100 metres from a main motorway) then it can be expected that new developments will be built effectively on top of the houses backing the Demesne wall. This would be completely unacceptable and create a negative impact on the existing households.

Noise levels must be taken into account. The N4 is a main motorway that traverses the country and is busy 24/7.

I submit that any housing development in CELBRIDGE ROAD EAST would face an extreme level of noise day and night.

(k) **CELBRIDGE ROAD EAST - Health – Building Close to Motorways – Canadian Health Study – links to Dementia**

A decade-long study of 6.6 million people, published in The Lancet, found that one in 10 dementia deaths in people living within 50 metres of a busy road was attributable to fumes and noise. The study stressed that building close to motorways (with noise and air pollution) has detrimental effects on residents. Any building in CELBRIDGE ROAD EAST would naturally bring its inhabitants very close to the M4. There are houses in Leixlip Park which are already less than 150 metres away from the motorway. It is an unconscionable to consider building housing estates on the borders of the M4 motorway without conducting appropriate scientific research to ensure that they are not jeopardising peoples' health.

I submit that any housing development in CELBRIDGE ROAD EAST would face an extreme level of noise day and night and this could prove to be a serious and foreseeable health hazard.

(l) **CELBRIDGE ROAD EAST Wildlife**

There is an abundance of wildlife which inhabits the Demesne lands at CELBRIDGE ROAD EAST from squirrels which inhabits the treeline to hedgehogs, rabbits, foxes - and the occasional bat.

(m) **CELBRIDGE ROAD EAST – Natural Green Belt**

I submit that the lands at CELBRIDGE ROAD EAST forms part of the nature Green Belt and should not be rezoned.

For the reasons outlined above **I object** to the rezoning of the lands at CELBRIDGE ROAD EAST and I am hopeful that planners, Councillors and the Council will consider carefully the future of Leixlip and the wider community when making any decisions.

Yours sincerely,

Sherina Spillane Kapostina

APPENDIX 1

News Article re: Lucan Youths –
Published **5 May 2017** / Dublin Live
By [Laura Lyne](#)

LUCAN RESIDENTS CONCERNED AS ANTI-SOCIAL BEHAVIOUR SOARS

THERE HAS BEEN AN INCREASE IN GARDA PATROLS IN THE AREA

Residents in Lucan are concerned about the rise of anti-social behaviour in the area, and have called for more youth facilities.

A number of incidents have been reported from petty crime to robberies, with one resident claiming to have been hit by a teenage boy while out running.

Another resident said their father's van was broken into and his tools and golf clubs stolen.

One also claimed that jerseys for a local underage team had been stolen from their car, the Dublin Gazette reports.

Gangs are also understood to be tipping over bins, stoning and egging houses and damaging cars.

Local Fine Gael councillor William Lavelle said: "Lucan has a rapidly growing teenage population and it only takes a very small cohort to cause trouble.

"Lucan is in serious need of more options for young people as well as more Gardai on the beat, visible in the community."

Gardai have also confirmed that there are increased patrols in the area in an attempt to tackle anti-social behaviour as part of Operation Irene.

It runs from May until mid-September, and residents are being urged to report any such behaviour to Lucan garda station on 01 8887300 or Ronanstown garda station on 01 6667700.

<http://www.dublinlive.ie/news/dublin-news/lucan-residents-concerned-anti-social-12990790>

APPENDIX 2

News Article reported on RTE (website) **Thursday, 30 Mar 2017 13:20**

CALL FOR SEWAGE ODOURS IN LEIXLIP TO BE ADDRESSED

Locals say that odours from the sewage network can regularly be smelled in the town

Residents in the north Kildare town of Leixlip have called for ongoing sewage problems to be addressed.

Locals say that odours from the sewage network can regularly be smelled in the town, with business owners saying it is affecting trade.

More than 3,000 homes are due to be built in the town over the next five years, but locals have called on Irish Water to address the sewage issue before they proceed.

Independent Councillor Bernard Caldwell told RTÉ's Morning Ireland that the sewage system, which he claims was built "30 or 40 years ago", is incapable of handling the current capacity.

"Nowadays the sewage comes from Kilcock, Maynooth and Celbridge into this - in those days you would have had a couple of hundred houses in each of those towns, now you have thousands," he said.

"Capacity is the problem, it's not meant to take what it's taking.

"It's only going to continue until proper investment is put into this by Irish Water," he added.

Irish Water say they have undertaken a number of initiatives to address the problem, including cleaning the sewers.

The company also says it is planning to install network management systems at the pumping stations to reduce high flows arriving simultaneously from Maynooth and Celbridge.

It added that it is planning to deliver €125m in waste water capital projects in the county under a capital investment plan to 2021.

However James Lawless, a Fianna Fáil TD for North Kildare, said the issue needs to be addressed sooner due to development plans for the town and surrounding areas.

<https://www.rte.ie/news/leinster/2017/0328/863198-leixlip-sewage/>