leixlip online submissions

Name	Cathy, Barry
Enter your submission here	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. Please see accompanying document for more information
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Name	Denis, McCarthy
Enter your submission here	Submission on Draft Leixlip Plan 2020-2026

Name	Bernadine, Bracken
Enter your submission here	To whom it may concern, I wish to make the following submission in regard to the proposed CONFEY Urban Design Framework (KDA) 1) The “Mixed use units” concept (Section 2.1.6.1) is highly ambitious, given that within 500m at Riverforest Shopping Centre, there is already an array of established businesses. Considerable risk of not being able to attract business tenants for the many ground floor business units due to commercial non viability as local market already covered . Empty units can result in increase in anti social behaviour and a look of urban decay. If such a scenario arose, Landlords may be tempted to rent the business units out to lesser favourable business types that would not be of a community benefit but are simply availing of a cheap rental premises opportunity. This could thus magnify and increase risk of antisocial behaviour. Overall ,if the cornerstone of the “Commuity Hub” becomes an unsightly rundown area , this will not attract people or businesses to the area and a downward spiral from there is likely. 2) the 2 proposed pedestrian bridges in the section 2.1.6.7 Movement and Access Strategy , will bring serious security issues and potential antisocial behaviour problems to existing residents of Riverforest and Glendale Meadows. If the proposed addition of new access at Cope Bridge is to be efficient then why the need also for 2 more additional access points . These would offer no benefit to existing residents of Riverforest and Glendale Meadows, and also with very limited benefit for those who would potentially be using them from the new units on the other side of the canal. Infrequent use and dilapidation highly likely as a result. 3) the Proposed moving of Confey GAA under section 2.1.3 LAND USE, to a site North is a move which penalises the existing member base of the club and would make it far less accessable to them . Aesthetically the club as it stands is in a pictureseque and unique green setting situated next to the canal . To move it merely for the purpose of installing apartments in its place would seem quite drastic and unnecessary. 4) Overall , the volume of units proposed in the Confey Urban Development is excessively high, given the reliance on the Captains Hill road network. At present , the traffic during peak times is busy . Putting additional strain on this network via the volume of units proposed would be totally detrimental to the entire town of Leixlip and surrounds. Recent traffic diversion down Captains Hill in June/ July 2019, due to KCC closure of Kellystown lane (beside Intel) has resulted in noticeable delays In Confey/Leixlip village during peak times.
File Upload	LAP_Submission.docx

Name	Hennie, Kallmeyer
Enter your submission here	Please find enclosed pdf upload submission
File Upload	Leixlip_LAP_Submisison_-_FINAL_11.07.19.pdf
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Name	Sonja, Brennan
Enter your submission here	Please find attached my submission on the draft Leixlip LAP
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Enter your submission here	Please see attached upload on behalf of the Ballymore Group, Brian O'Farrell, the Bruton Family, the Newbridge Leixlip SPV and the Rowan Family
File Upload	confey_final_submission_to_draft_Leixlip_LAP.pdf

Name	Nessa Jane, Boland
Enter your submission here	KDA Black Avenue. The suggestion of building 350 houses in Black Avenue would seriously effect the traffic flow in Mill Lane which is a cul de sac. The entry / exit to Mill Lane (a residential area) is already over extended by multiple vehicular users for many businesses that are adjacent or in Mill Lane, eg Contractors in massive tankers drawing sewerage into the waste water works up Black Avenue, as well as multiple cars up and down to Cornmill business park and of course the Fire Service who always need a quick exit. Lastly the residents who struggle to get in and out of their homes at times because of all of this. May I also point out that the entrance to St Catherine's Park actually starts at the gates beside the fire station so why would KCC consider to hand this over to a private developer to use as an entrance to his development.

Name	Sean, Coyle
Enter your submission here	To Whom It May Concern, We, the club executive of Confey GAA, would like to lodge our concerns about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. We acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to. The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey. Confey GAA Club see the benefits of development in Confey for our club's membership. We are experiencing problems with volunteering at coaching level and a loss of involvement of our senior players when they retire from playing. There is no affordable housing in Confey and they must move further away. We ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. We ask that these homes are affordable for the younger residents of the community to put down roots and raise families. Every club wants more players but Confey GAA Club is unique in that we compete at senior level in Hurling, Football and Ladies and we struggle for pitch space for these three senior teams. Added to that we have B teams and an excellent juvenile structure already in place. We have access to a pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community. Confey GAA would require additional playing fields adjacent to our current location to serve any growth in the existing community and playing numbers. On the issue of the club's relocation in the plan we would like it noted that Confey GAA club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility. Confey GAA is a community club and we facilitate many community groups (basketball, old folks meeting, bridge club, winter cards, darts club, pool club, Irish dancing, set dancing). The club was founded in 1989 as people living in this community were spending far too much time stuck in their cars trying to make their way to play with Leixlip GAA. The traffic was very heavy at the time and we are experiencing similar traffic congestion now. The club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic. Practically all our members, playing members, mentors, social and juvenile live within walking distance from the club and we encourage them to walk or cycle. Confey schools (San Carlo and Confey College) utilise our pitches and facilities for matches, sports days, active school week etc. The classes can walk to the club from the schools currently. Relocating the club to the proposed location makes our facilities inaccessible for the existing schools, teachers and school children of Confey. The existing schools do not have the use of or access to alternative pitches or green space within the existing Confey area.

	The new proposal shifts the club 800 metres away to the periphery of the new developed community. It would be a minimum of 8-10 years before any children of new families from new homes would be playing members of our club. So why would we move further away from our established community? With the development of a new neighbourhood hub and the potential commercial units that may be built we would be concerned for the commercial viability of our club bar, if units were identified as potential licensed premises. We have employees in Confey GAA and we are cognisant of our duty to keep them in paid employment. The existing community of Confey, our GAA members and all our community groups who access the facility, are not in favour of the club moving. Confey GAA will be staying in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring to the area. Regards,
Name	Joseph, Finn
Enter your submission here	KDA Black Avenue. I would like to point out that Black Avenue is part of St Catherines Park so I would hope that KCC allowing a developer to take it to gain access to his land. The builder retained these lands surrounding the Leixlip Manor in the 90s in the hope that he'd get to build on and use Mill Lane to exit. Mill Lane structurally hasn't changed in over150 years, its i cul de sac and a very congested area at best of times so it should NOT be considered to allow an extra 350/ 500 cars enter and exit daily to benefit a private developer.
Name	Lauren, Devine
Enter your submission here	In the submission box put in the following: KDA Black Avenue I would like to bring your attention to the following. To suggest building houses up in Black Avenue would be a disaster for many reasons : Mill Lane is an already congested over used residential area sharing it's small cul de sac with more than nine contractors drawing into the Waste Water plant up Black Avenue in massive tankers in and out daily, a hotel, multiple businesses and the residents. The developer in question was refused planning permission in the past in the mid 90s so why should he be allowed now. There are many changes since the 90s here in Mill Lane, not for the better so adding this volume of traffic (to an already over used road) which would be approximately 350-500 extra cars in a CUL DE SAC is nothing short of crazy. Also why would a developer be given the entrance to St Catherines Park as his entrance to his housing estate?
Name	Gavin, Devine

Enter your submission here	KDA Black Avenue. The suggestion of building 350 houses in Black Avenue would seriously effect the traffic flow in Mill Lane which is a cul de sac. The entry / exit to Mill Lane (a residential area) is already over extended by multiple vehicular users for many businesses that are adjacent or in Mill Lane, eg. contractors in large tankers drawing sewerage into the waste water works up the Black Avenue, as well as multiple cars travelling up and down to Cornmill business park and, of course, the Fire Service who will be largely impacted in the event of an emergency if there is a huge increase in traffic. Lastly the residents who struggle to get in and out of their homes at times because of all of this. May I also point out that the entrance to St Catherine's Park actually starts at the gates beside the fire station so I'm not sure why the KCC are considering to hand this over to a private developer to use as an entrance to this development.
Name	Lorraine, Mullen
Enter your submission here	In relation to the Black Avenue KDA (not in topic drop down) I have read the Leixlip Local Area Plan 2020 - 2026. I am sad and disappointed to see the development going into Black Avenue. I have lived in Leixlip all of my life and it's sad to see a local park like St Catherine's park being reduced in size as in the plans. The amount of green space in Leixlip has significantly decreased over the years and there really just isn't enough right now. I understand there is a housing crisis and the town needs to grow but the park is a very important facility for our community. With all the extra houses recently built in Easton and the additional ones in the plan, I think it is more important than ever to develop St Catherine's park as a recreational hub rather than as another residential area. We need more spaces to encourage families and friends to enjoy being outside together. Reducing St Catherine's park will take a huge amenity away from our community. I think it is in the interest of not only the local people's physical health and mental health to keep St Catherine's park but also if we can encourage more people go to our local park rather than having to drive to find one, it will be good for the environment too.
Name	Rose, Walsh
Enter your submission here	There is no master plan for this area as promised. Proposed 1340 residental units in Confey for starters but as we know from current building the density rises dramatically once construction starts. We need new houses but not on this scale in an area with country roads. No access ro motorways proposed. Currently we have major problems with traffic in this area. Widening cope bridge will not cur e the traffic pro blem. The traffic is backed up from Captains hill over the bridge currently so unless major rd access is planned nothing shoud go ahead here. A t catherines park is a great ameniry for tje area and a plan for a rd through it would be a disaster. The scale of this proposed plan will have a negative impact on existing community eg pollution/noise/flooding /traffic/access. Also i would not agree with proposal re night time activiry in a residential area. The LAP IS A vast body of work ..in leixlip there are many constraints with proximity to other counties and village in a valley so plan for smaller projects to fit in with local area. I would prefer to see primary care units centrally located in village. Also car parking beside village to encourage business to town. Connecting m3 to m4 needs to be sorted and agreed in north kildare . I agree with idea of more cycle parhs, walk areas, local park and ride facilities but 50 is not enough.. Finally not sure about the merits of moving GAA to new area .
Name	Sinead, Ganley

Enter your submission here

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The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey.

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On the issue of the club's relocation in the plan we would like it noted that Confey GAA club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility.

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Regards,
Sinead Ganley

Planning Department
Kildare County Council
Áras Chill Dara
Devoy Park
Naas
Co.Kildare

The Secretary
Confey GAA Club
Confey
Leixlip
Co.Kildare

3rd July 2019

To Whom It May Concern,

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Regards,
Confey GAA Club Executive 2018/19.

Name

Frank, O'Neill

Enter your submission here

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Regards,
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Name	Catherine, Gately
Enter your submission here	To Whom It May Concern, As a member of Confey GAA, we would like to lodge our concerns about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. We acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to. The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey. Confey GAA Club see the benefits of development in Confey for our club's membership. We are experiencing problems with volunteering at coaching level and a loss of involvement of our senior players when they retire from playing. There is no affordable housing in Confey and they must move further away. We ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. We ask that these homes are affordable for the younger residents of the community to put down roots and raise families.

Every club wants more players but Confey GAA Club is unique in that we compete at senior level in Hurling, Football and Ladies and we struggle for pitch space for these three senior teams. Added to that we have â€œBâ€ teams and an excellent juvenile structure already in place. We have access to a pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community. Confey GAA would require additional playing fields adjacent to our current location to serve any growth in the existing community and playing numbers.

On the issue of the club's relocation in the plan we would like it noted that Confey GAA club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility.

Confey GAA is a community club and we facilitate many community groups (basketball, old folks meeting, bridge club, winter cards, darts club, pool club, Irish dancing, set dancing). The club was founded in 1989 as people living in this community were spending far too much time stuck in their cars trying to make their way to play with Leixlip GAA. The traffic was very heavy at the time and we are experiencing similar traffic congestion now. The club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic. Practically all our members, playing members, mentors, social and juvenile live within walking distance from the club and we encourage them to walk or cycle.

Confey schools (San Carlo and Confey College) utilise our pitches and facilities for matches, sports days, active school week etc. The classes can walk to the club from the schools currently. Relocating the club to the proposed location makes our facilities inaccessible for the existing schools, teachers and school children of Confey. The existing schools do not have the use of or access to alternative pitches or green space within the existing Confey area.

The new proposal shifts the club 800 metres away to the periphery of the new developed community. It would be a minimum of 8-10 years before any children of new families from new homes would be playing members of our club. So why would we move further away from our established community?

With the development of a new neighbourhood hub and the potential commercial units that may be built we would be concerned for the commercial viability of our club bar, if units were identified as potential licensed premises. We have employees in Confey GAA and we are cognisant of our duty to keep them in paid employment.

The existing community of Confey, our GAA members and all our community groups who access the facility, are not in favour of the club moving. Confey GAA will be staying in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring to the area.

Kind Regards
Catherine

Name	Brian, Gillespie
Enter your submission here	To whom it may concern, I wish to submit our objections to the proposed housing developments outlined in the local area plan. The amount quoted is well beyond what the area can absorb. It makes no mention of the schools that will be needed. Leixlip is already heavily congested with traffic and commuters. The infrastructure is not in place and I have little confidence it will be once the developers have left. Quite simply the plan is not sustainable and it is eerily reminiscent of the botched developments of the 70's where areas like Tallaght took decades to recover from. I would ask the council to push back against the unsustainable figures being

proposed. Thank you for taking the time to read my submission.

Name	Mark, Ryan
Enter your submission here	To whom it may concern I wish to make the following submission in regard to the Draft LAP for Leixlip, specifically the proposed development in Confey and how it will affect the existing community in the short and longer term. A development of this scale needs to be properly planned with consideration given to both the existing community and the new community. There may be a requirement for new houses to be developed but the infrastructure needs to be developed to allow for this. Captains Hill is already over used with difficulty getting in and out of the existing estates at peak times. The closure of Kellystown Lane for the last couple of weeks has exacerbated this problem. The Main Street is clogged with existing traffic passing through, the street has many unused stores because of the lack of access to parking. The new development at Intel bringing much needed employment and income for the local community also brings problems due to the increased volumes of traffic. Access to the N4 is already restricted with traffic volumes increasing coming from Celbridge and Maynooth, there is standing room only on peak trains , buses are already full coming into the village, will this be addressed before the volumes are increased as result of the development. Widening Cope Bridge has been proposed, this will involve compulsory purchase orders on the local residents and most likely on Glendale green area and Confey GAA. While the authors of this plan seem to think Creighton Park the home of Confey GAA is underutilised, it is a young club 30 years old build in a convenient location for its community. We may not have the bustling numbers of the larger clubs in the county, but we are punching above our weight with Senior teams in mens football, ladies football and hurling, social mothers and a very active youth program for boys and girls from 3 to 18. Consideration should be given to giving more land to Confey GAA to maintain it's presence in the heart of the new development, linking the old and the new. When moving to a new area, the first place many people search out is the local GAA club as it epitomises what a community is about, moving it will rip the heart out of the old community. The removal of the previous objective to protect our wonderful amenity in St Catherine's Park shows the existing community where it stands in relation to the new development. To facilitate the housing development at Black Avenue the council itself is proposing to build a road into the park. St Catherine's Park should be protected the residents have fought for this and should be listened to. There have already been more power cuts, water leaks and ongoing smell in the town from the existing infrastructure. Do you think the existing facilities infrastructure can cope with the additional development? Our children deserve the chance to live in the community where they grew up so affordable housing is a requirement. This plan is developer led, with the houses being built before a proper infrastructure has been developed. Develop the infrastructure, build the roads, upgrade the water and sewerage factilities, electrify the train, build swimming pools, housing for the elderly, childcare facilities etc. Please take this into consideration when you are making proposals in relation to Leixlip, this is a beautiful quiet town and the concerns of it's residents should be taken into consideration before increasing the size of the town by over a third.

Name	Brian, McArdle
Enter your submission here	This submission relates to the four specified KDAs. I am pleased to note the pedestrian and cycle permeability in each KDA development plan, linking with existing estates and routes. This is to be encouraged. The intent to build a residential estate with the boundaries of St Catherine's Park baffles me. Reducing existing green space by replacing it with housing is not a sustainable path of development. The Black Avenue KDA must be removed and never considered again.

Name	Brian, McArdle
Enter your submission here	Given the Climate and Biodiversity Emergency, I don't know why this isn't the first section. I would caution on the importance of finding a balance between implementing OS1, and having wild open space for natural habitats as well as general play area for exploration. Not all play must take place in playgrounds - meadows of long grass are perfect for many games. I note that while St. Catherine's Park is mentioned in GI1.6 with regard to its trees, there does not seem to be any general protection afforded to it. Given the recent battle over routing a road through it, and the general backlash, it baffles me that the LAP has not acknowledged local concern and pride in the park by protecting it specifically.
Enter your submission here	I am delighted to see this section included in the LAP, and an emphasis put on Leixlip's rich heritage. BH1, BH2 and BH3 are no-brainers, and I look forward to their implementation.
Enter your submission here	I note that MT3.9 refers to the Design Manual for Urban Roads and Streets (DMURS), and yet it is not mentioned in any of the MT1.x objectives. There is not a single piece of cycling infrastructure in Leixlip that complies fully with DMURS. Given the Climate and Biodiversity Emergency, the priority must be to encourage and promote active travel in all forms. Building and retro-fitting cycling infrastructure to standards stated by DMURS must be a priority. I travel daily along Green Lane, where the cycle lane is a) not correctly sign-posted b) ends or yields at the entrance to every single estate, despite being on the main thoroughfare with expected right-of-way c) features many kerbs that are not dished or not fully dished, rendering them inaccessible to some users Cycle lanes are noticeably absent where they would be most useful - for instance, travelling uphill on Captain's Hill or Station Road. MT1.2 must be a priority for the LAP, with the aim of encouraging daily cycling for destinations within Leixlip for residents. This means safe, well-designed cycle infrastructure that is not mixed in with fast-moving car traffic or travelling through badly designed junctions that create risks and danger for all road users. Conversely, it should be noted that improved infrastructure for private car traffic will only encourage the use of same, contributing to our Climate and Biodiversity Emergency. Measure to improve the road network should benefit public transport first and foremost. Adding capacity to the road network will only ever reduce congestion temporarily, given the principle of induced demand. Investment in public transport is the only permanent and sensible solution.

As already stated, in the context of a Climate and Biodiversity Emergency, adding parking capacity is insanity. This will only encourage more private car traffic into the town centre, adding congestion and increasing environmental damage, as well as contributing to a noisy, smelly experience for pedestrians and cyclists. MT4 should be rejected vehemently.

Enter your submission here

As a relatively recent arrival to Leixlip, I have thought that the tourism potential of the area has been vastly over-looked or under-utilised. The Wonderful Barn and the Leixlip Spa are both exceptional relics, and yet rather under-developed. They have a certain charm in that state, but the Wonderful Barn with its surrounding lands could support a more brisk trade. I fully endorse EDT3.9, EDT3.10 and EDT3.13.

To whom it may concern,

Please see below my thoughts and feedback on the draft LAP. It is overall a pleasing document in format and structure, and much of the content is positive and progressive.

My main concern is that it facilitates and encourages private car traffic in many areas, which surely can only contribute to the Kildare Climate and Biodiversity Emergency. These elements should be stripped in favour of measures that encourage active travel and facilitate improved public transport.

Best regards,
Brian McArdle

=== Section 5
I am pleased to note that in relation to the town centre, the policy states:

UCR1.4 To improve the accessibility of the town centre with particular emphasis on creating an environment that is accessible and safe for pedestrians and cyclists.

Enter your submission here

I'm however disappointed that further down in section 5.1: "this LAP identifies a key opportunity/regeneration site to the north of Main Street capable of ...providing for additional parking within the town centre."

I believe the problem has been mis-identified earlier in section 5.1: "Limited parking and congestion are also issues that deter the town centre from maximising its potential."

Limited parking does not cause congestion - more parking entices more people to drive into the village and therefore increase congestion, adding exhaust fumes, noise pollution and occupying space which could be used by people for commercial activity, not storage of cars.

How does any of the above help to achieve UCR1.4? Arguably there is no room for widening footpaths or adding cycle lanes along the main street, so in order to create a more welcoming environment for shoppers, additional traffic calming measures should be adopted and parking should be further limited.

Given that Kildare Co. Co. have recently declared a Climate and Biodiversity Emergency, the brakes must be put on private car traffic growth.

Providing a new public town centre car park (REG 1.5) is a retrograde step. The amount of disabled access spaces should be increased among existing spaces, and no additional stock added. If people want to drive, Blanchardstown and Liffey Valley are within easy distance. Let us keep the village for local people who wish to walk and relax, without being hemmed in on narrow footpaths by fast moving, dangerous, noisy, polluting, private car traffic.

If a new car park must be added, let Arthur Guinness Square be a permanent pedestrian facility.

	I note with interest the plans for Ralph's Square in UCR3.6 and Section 5.5.3, which has lately been an eyesore on the Main Street.
Name	John, Nicholl
Enter your submission here	Black Avenue KDA: I would like to draw attention to the potential impact the extra traffic generated by the proposed housing development in the Black Avenue area will have on the free flow of traffic through the Main Street in Leixlip. The only vehicle access to the proposed development is via the Black Avenue, from the Mill Lane which terminates at a sharp bend in the Main Street, just before the Salmon Leap Bridge. A single vehicle making a right turn from Main Street into Mill Lane can cause a significant tailback across the bridge and towards the N4 at rush hour. The proposed development of approximately 300 housing units off the Black Avenue would generate a potential 300 + extra vehicles making this turn every day at rush hour. The potential for traffic congestion and tailbacks to the N4 at Lucan, Captain's Hill and westwards to Station Road and the Intel Plant at Collinstown is serious and significant. The junction will become a major bottleneck far in excess of the current level of congestion it causes. It is the ONLY access to this area, which also serves the local Fire Service station on Mill Lane, with potential to seriously delay and disrupt the response times of the emergency services. The Black Avenue itself is an amenity area for local people accessing St. Catherine's Park and is unsuitable for widening to provide a vehicle access road to the proposed development due to the nature of the terrain along its route.

Name	Eileen and pascal, O'Kelly
Enter your submission here	I wish to submit our objection to the latest leixlip local area plans 2020-2026 on the grounds that no Plan is in place it is a ad hoc jumble of ideas but No plan in any of the issues. Is there no one in the department who can see the folly of this. We can only see " sure it will be grand" mentality in the draft.

Name	Tony, Devine
Enter your submission here	I live opposite the Leixlip entrance to St Catherine's Park. I have a huge concern for many reasons with prospect of 350 houses being built on the Black Avenue an area within a protected Park. My concerns are as follows:

1. This is a precious amenity area and should be protected.
2. 350 houses will probably generate 1,000 vehicles travelling through our cul-de-sac on a daily basis. Our lane can barely cope with the current volume as we host heavy vehicles already from the water treatment plant and the Fire Service.
3. The current infrastructure, creaking water mains and sewage treatment facilities that continue to smell on the Main Street, cannot cope with such a development.

I also have a fundamental issue with adding over 3,000 housing units to Leixlip in general in order to provide dormitory facilities for people to travel/clog the roads around the town en route to Dublin.

On the other hand as a long term resident of Leixlip I would love to see the town develop as a focal point all of its current residents. We have two amazing rivers largely hidden from sight. It would be great to see them feature in plans, for instance it would great to see the area on the opposite side of the Liffey at the Dispensary developed as an amemenity complete with a footbridge. This would feature the Baothouse and the Dam with the area previously drained for the Dam opened up to the river again.

Name	nNicky, Doran
Enter your submission here	I wish to make a submission against the planning of a road through catherines park and the development of more housing in Confey

Name	Paul, Smith
Enter your submission here	Why have Kildare co co done a complete u turn on the zoning of land at black avenue. We have rare species of bat in this area which are protected.

Name	David, Stewart
Enter your submission here	I strongly disagree with the plan for a new town center in confey, as previous plans similar to this have had terrible results. Also traffic in the local area and resolutions suggested by town planners are not viable constructed with little or zero local knowledge and complete incompetence.

Name	Christine, Fitzpatrick

Enter your submission here	DEVELOPMENT AREA (KDA) 1. The council should reinstate the previous objective removed from plan - '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.' In a complete "U" turn the council is now in fact proposing a road into the park to facilitate a major housing development at Black Avenue. In 2017 - 1021 submissions regarding protection of St. Catherine's Park from road development. 2. This Key Development Area was removed from the last Local Area Plan by unanimously backed Material Alterations. 3. This proposed development 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 infrastructure 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 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. 4. This development is contrary to the MASP which clearly states "The integration of transport and land use planning with significant new housing development to be focused at locations proximate to high quality public transport, especially rail access, that is easily accessible to existing local infrastructure such as schools, and local services such as neighbourhood centres, in the interest of a sustainable pattern of urban development; " 5. This proposed development is contrary to MT3.8 "To ensure that any significant new development takes place in proximity to public transport routes and can be add

Name	Suzanne, Byrne
Enter your submission here	Totally opposed to plans outlined... Effect on residential area, traffic, lack of green spaces

Name	John, Malone
Enter your submission here	I object to the black avenue being used to access and exit the proposed housing development close to St Catherine's Park. The black avenue is a beautiful amenity for the people of Leixlip. I have lived in Mill Lane since 1972 my home is very close in proximity to the black avenue and St Catherine's park. Black Avenue is not suitable to take this extra vehicle traffic it was intended for horse carriage and foot traffic it's narrow and steep and is bordered by mill lane residence and a beautiful wooded area which is full of flora and fauna, surely this woodland cannot be threatened by development. St Catherine's park was given to the people of Leixlip this includes the black avenue and the lands close to St Catherine's Park where these houses are proposed to be built. This is a public amenity and should not be given away for development.

Name	Jennifer, Minogue
Enter your submission here	Firstly, I would like to note that the publishing the LAP after the local elections appears very underhand and I think was very disrespectful to we the constituents. As stated in my submission re transport, the KDA for Confey is reminiscent of the greedy, short sighted planning that ruined this country for the past decade. Building

dense housing area with no infrastructure in place and hoping on a wing and a prayer that Dublin Bus and Irish Rail will upgrade services. This sort of planning leads to the permanent disruption of well settled communities and can give rise to antisocial behaviour. I would ask the council to take time to reflect and ask themselves what they want their legacy to be - are they willing to stand over the ruination of a lovely town such as Leixlip? I moved to Confey eight years ago and it has a wonderful community feel and that is why my family decided to buy here and start our family here. I fully accept the need to provide extra housing but it needs to be undertaken in a far more considered manner than the current plan and needs to be undertaken by planners who have actually visited Leilxip - the planners I met at the open evening in the library had not set foot in Leixlip before that evening.
Another concern as a resident on Captain's Hill is the potential for the Hill to be widened. We chose to buy our house because it was recessed off the Captain's Hill so it would be safe for any future family we had. We now have a lovely son and as I am sure all on the council would appreciate I do not want my child to be exposed to the dangers of living at the side of a main, busy road. Please see attached photos of the areas in front of my house that needs to be preserved. I would say that any expansion of the Hill up the top of the Hill would be futile anyway as it would just cause and even bigger bottle neck at the bottom of the Hill.
MT3.8 purports to ensure that any significant new development takes place in proximity to public transport routes and can be adequately served by the road network This objective is being completely ignored by the proposed new KDA at Confey. Furthermore, the fact that St Catherine's Park is not explicitly excluded as potential road access is very worrying.

MT3.11 No Traffic Impact Assessments (TIA) has been completed for this KDA.
Also, the plan for through routes and bridges into the Glendale and Riverforest undermines the safety of these estates and can generate antisocial behaviour.

The development is being proposed to solve a housing issue in Dublin by putting a disproportionate housing expansion into one of the finest towns in county Kildare.

Ministerial decision 6th Mar 2018 - "The revised Draft Leixlip Local Area Plan shall be published not later than 6 months following the issuing of a Direction." Provided more than a year later – Breach of timeframe so the council are in fact operating outside of the minister's direction.

This proposed development 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.

The Strategic Transport Assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire Local Area Plan.

Name	Ryan, Flannery
Enter your submission here	This proposed development of 350 houses on Black Avenue in St. Catherines Park is contrary to S8 which commits the council to protect and enhance natural heritage, amenity areas and green spaces throughout Leixlip. This proposed development is inside an existing park and cannot have any positive impact on the existing amenity which is enjoyed by thousands of Leixlip residents daily. The increased traffic volumes alone for 350 houses which translates to about 700 cars in modern society, will greatly impact on pedestrian, cyclist and vehicular access to St. Catherines Park. It seems to me that using public lands (Black Avenue) to facilitate a private development of 350 houses is in contravention of every Environmental Report produced which all state that the loss of open space and amenity areas has the potential to give rise to negative effects on the population and human health. The proposal to have motorized ingress via Black Avenue and egress via Glendale along with the 2 proposed pedestrian walkways through Glendale will only serve to ensure traffic congestion, and also the sheer volume of traffic will completely alter the current environment which is enjoyed by the existing residents for many years.

Name	JJ, Flannery
Enter your submission here	This proposed development of 350 houses on Black Avenue in St. Catherines Park is contrary to S8 which commits the council to protect and enhance natural heritage, amenity areas and green spaces throughout Leixlip. This proposed development is inside an existing park and cannot have any positive impact on the existing amenity which is enjoyed by thousands of Leixlip residents daily. The increased traffic volumes alone for 350 houses which translates to about 700 cars in modern society, will greatly impact on pedestrian, cyclist and vehicular access to St. Catherines Park. It seems to me that using public lands (Black Avenue) to facilitate a private development of 350 houses is in contravention of every Environmental Report produced which all state that the loss of open space and amenity areas has the potential to give rise to negative effects on the population and human health. The duty of the council should be to protect the amenity of St. Catherine's Park from roads and from private housing developments.

Name	Grace, Carew
Enter your submission here	To whom it may concern I wish to make the following submission in regard to the Draft LAP for Leixlip. 1) The policy is to provide a minimum 3315 new housing units in Leixlip. This is being achieved by increasing housing unit densities at Key Development Areas and

inserting new Key Development Areas into the Plan without any documented acceptable reasoning or demand to justify these decisions.

2) The actual delivery of the target may extend beyond the life of the plan up to 2029 therefore setting out up to ten years construction traffic and work in our town.

3) We should not be rezoning land that won't be developed within the lifecycle of this LAP.

4) The LAP fails to provide a Master Plan as directed by ministerial order.

5) Key Development Areas that were removed from the last Local Area Plan by unanimously backed Material Alterations have been included again without any reasoned argument to support same.

6) Previous objective removed from Plan - '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.' In a complete "U" turn the LAP is now in fact proposing a road into the park to facilitate a major housing development at Black Avenue. This change is despite 1021 submissions in 2017 regarding protection of St Catherine's Park from road development. To totally ignore the people is dictatorial and undemocatic.

7) The Draft LAP makes no specific provision for

- A swimming pool site.
- A civil building with theatre or performance space.
- Homes for the elderly/retired – 25% of Leixlip population 55+
- Affordable homes.
- Social housing.
- A Sensory Garden.
- Charging points for electric vehicles.
- Adequate parking in the village, train stations or the proposed new Confey development.
- Maintaining existing estates, green areas or new developments.
- Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty.

We have witnessed the power cuts, water leaks and ongoing stench in the middle of our town from the existing systems.

The Primary Care Centre - location in Collinstown is not suitable to stakeholders – young, old and infirm and without transport. A location central to the town and on a public transport route is critical

In addition, nothing included to deal with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC.

8. The National Planning Framework states that development will be achieved through infill and Brownfield development rather that an over-reliance on greenfield,

edge of town development. The LAP as proposed does the opposite. We have a large Brownfield option at the HP site that should be used to resolve the current and future housing requirements of the town. This site already also has access to the motorway system.

9. The failure to deal with existing problems within the town and provide the required infrastructure upgrades in advance of any new development shows total lack of appreciation of the current problems the town faces and disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments.

10. The plan does not adequately factor in the major expansion of Intel's impact on our existing transport infrastructure.

11. Any plan for Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification.

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 Draft Plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and Public transport facilities. Any development of Celbridge and Maynooth has a negative knock on impact on Leixlip as our road, bus and rail infrastructure as designed results in passengers and motorists being already in the system before the vehicles reach or pass through our town. The ability of Leixlip residents to access the N4, bus and rail system is already affected by the scale of the exiting populations in Celbridge and Maynooth without any further development of these towns.

12. In all instances once the developers get planning permission they will look to increase the densities to the max and therefore the total numbers are underestimated. In reality the combined new build will double the size of the residential areas in north Kildare. The numbers in the plan are very misleading in regard to the actual size of the development. The current situation at Wonderful barn and Westfield are live examples of this type of developer opportunism.

13. 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.

14. 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.

15. MT1.4 No ecological analysis has been completed on the effects of this LAP.

16. The towns historical / future flooding risks have been clearly identified. The LAP has no on-site flood risk analysis completed. No criteria offered to show what scale or nature of a development will warrant an on-site flood risk analysis.

17. The proposed expansion of housing in particular is completely out of line with the actual local demand.

18. The cost of the housing units in this LAP will make the vast majority of the properties on offer outside the reach of the local population.

19. The LAP is being proposed to solve a housing issue in Dublin by putting a disproportionate housing expansion into one of the finest towns in county Kildare.

20. 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. The LAP is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Leixlip.

21. This proposed LAP does not respect the setting of the subject lands both in terms of design and scale.

22. This proposed LAP opens up the possibility of further encroachment into the adjacent farmlands, parks and private estates for future development.

23. 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.

24. The LAP will destroy a Strategic Open Spaces that forms part of the green corridors in Leixlip and the surrounding area.

25. This proposed LAP will destroy 'Key' Green Infrastructure areas (as well as their associated habitats) in our town.

26. Many of the areas original features – trees, hedgerows and grasslands are being removed in this plan which is contrary to the council's own policies.

27. The LAP provides no road links to M4 or M3 and no plans in place to deliver same.

28. The combined additional traffic from this LAP will bring up to 5000 additional vehicles on to the local streets which are already experiencing traffic congestion at peak commute times and school start and finish times.

29. The LAP will have very negative impact on traffic flow through Main Street and all the local road network in the Leixlip area.

30. This LAP will cause massive increases in pollution and increased noise levels in our town.

31. The draft LAP only provides a preliminary design guide for the future development of lands. The requirement by ministerial order is to provide a master plan.

32. The LAP proposes pedestrian/cycle rotes through out the town. The design and scale are unknown. The knock-on effect on existing residents will be very negative creating a flow of activity into settled residential areas that is unwanted and provides no benefit to the people living in these areas. These proposals will also result in loss of green areas to path / cycle ways. The overlooking of existing homes in close proximity is also a serious issue for residents. No proposal should be considered that facilitates anti-social behaviors and easier entrance and exit for criminals to the existing residential areas bordering the proposed new development areas.

33. The LAP will have negative impact on residents in existing estates as they are exposed to through pedestrian and cycle traffic from new developments which is being routed through their estates. This will completely alter the current environment in which residents have been living for many years and undermine their property values and way of life.

34. This LAP will have a very negative impact of the value of existing properties as it will offer new incentivized alternatives to persons looking to move into the town thereby undermining the value of existing secondhand homes which are subject to stamp duty.

35. Ministerial decision 6th Mar 2018 - "The revised Draft Leixlip Local Area Plan shall be published not later than 6 months following the issuing of a Direction." Provided more than a year later – Breach of timeframe so the council are in fact operating ultra vires.

36. The draft LAP proposes phasing/sequencing programme to enable & ensure adequate infrastructure is provided alongside new development. The actual detail in the draft provides no assurance that this development will in fact take place in tandem with the required infrastructure being put in place.

37. Lands will be reserved for the provision of various facilities with no commitment to actually provide anything.

38. Previous experience tells us that the housing element which is developer funded will be constructed and the new community will then have to fight a rear guard action for decades to get the required infrastructure to match the needs. This is totally unacceptable.

39. Multiple infrastructural aspirations are included with no firm commitment of funding identified to deliver same. The plan itself clearly identifies a key to achieving the delivery in a coherent and sustainable manner is the timely delivery of critical supporting infrastructure. The LAP without a guaranteed funding steam is unfortunately not a plan that can deliver this infrastructure, its simply a wish list.

40. The LAP is "Encouraging a strong night time economy and presence of residents outside of work hours". Leixlip is a residential area that has very limited night time activity outside of the main street. Residents generally wish to go to bed at night. Why do the planners think we need strong night time activity and residents on the streets at night. This is not Paris. Leixlip is a town that people live and work in and no demand is evident to turn it into the "Temple Bar" of Kildare with all its associated antisocial problems.

41. This plan does not harmonise with or enhance the existing built and natural environment of Leixlip.

42. The required compulsory purchase of long term residents homes to facilitate the new street does not even warrant a mention and will be resisted strongly by both the individual families and residents generally.

43. The availability of trains, the capacity of the rolling stock , the frequency of the trains , the usage levels that are currently in play and are all matters that are straining the existing train service. People will only use trains if they are available, comfortable, on time, travelling to locations they wish to go, clean, have adequate

seating, high quality WIFI, are priced competitively, within short walking distance of their homes and facilitated by adequate free parking. The current and proposed future situation meets none of the criteria that will encourage and ensure high volume usage of the rail service.

44. The park and ride facility will not be close enough to the train station to encourage use particularly during inclement weather. To have a max 50 spaces is ridiculous and an area of at least 400 spaces would be required. Currently train users are parking outside peoples homes in Glendale and other adjacent estates from early morning until late evening. which is the source of ongoing inconvenience to the residents.

45. The plan does not provide the conservation plans for archaeology sites of interest in the town.

46. The future expansion of the Dart will not be within the timeframe of the development plan and therefore no development based on an upgraded high quality train service should proceed until the completion of the upgraded service.

47. The LAP is proposing development at a scale and height that is totally out of line with the character, current built and natural landscape in our town.

48. The lack of commitment in the documentation is a major problem that undermines the entire plan. The suggestion is that (LAP) & (UDF) must work simultaneously in order to improve access to this new development area and the wider Leixlip area as part of the future development of the strategic road network for the entire area. Unless the road and other network is committed or in place to allow more development proceed will be disastrous for the town and the entire area.

49. Some elements in the Leixlip Local Area Plan are regarded to give rise to
adverse effects on the integrity of European Sites.

50. The LAP suggests a minor extension to the south and west c. 1 acre of our existing cemetery. I submit this has no merit the until the problem of flooding is rectified.

51. The LAP includes new public parks. This could be welcomed but we already have issues with the maintenance and upkeep of St. Catherine's Park. These issues are unresolved with after 20yrs where is funding for the upkeep of these new parks.

52. The LAP identifies serious potential impacts to
• Rye Water Valley
• Disturbance to habitats and species associated with the Rye Water
• River Liffey pNHA through habitat loss and disturbance
• Underlying hydrological conditions and tufa springs

53. The KCC SEA Environmental Report indicates the LAP has potential
significant negative effects on
• local services and utilities- such as water supply and wastewater infrastructure and electricity demand.
• air quality, noise and climate- due to increased emissions & pollution
• features of archaeological and architectural heritage,
• biodiversity, ecological, land and soil
• the environment
• human health & amenities

54. The back land regeneration off the main street should be used to solve the towns
parking deficit, provide a primary care centre and locate some homes for the

elderly.

55. The provisions for childcare are totally unsatisfactory for either the current of future population of the town.

56. Future present and generations will thank Kildare County Councillors for taking on board the genuine concerns of the Leixlip population and altering this Draft plan to bring the scale of this development to a level that matches the actual demand for our town and not the greater Dublin area. We need to provides realistic possibility of the next generation of Leixlip natives acquiring homes in our town. Building homes that are unaffordable will do nothing to help the younger residents of this area should they decide to put down roots in our town.

57. I submit that should any development go ahead no construction traffic is allowed use the Captains Hill or Celbridge roads.

58. In summary the requirement for Leixlip is to have a plan that deals with the issues already facing the town as its 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. Leixlip is a beautiful place that is very sought after as a location for people to live. Its 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 communities natural expansion requirements not aim at a number just to satisfy a strategic policy that is very distant from the residents of Leixlip who are the primary stakeholders in our town.

Name	Marguerite, Devine
Enter your submission here	KDA BLACK AVENUE Having lived here in Mill Lane almost my entire life as also did my ancestors the one thing that has not changed over time and won't change is that we live in a cul de sac, one way in and one way out. One of the first maps I've seen it was dated 1800. The difference in back then and now is the amount of use this tiny residential area gets. We have multiple businesses, a hotel, a business park, a waste water plant,a fire station and we also host the Leixlip entrance to the beautiful and much valued St Catherine's Park , acquired by our now president back in the late 90s as a park to be used as a public amenity for the people and last but not least the fabric of the neighbourhood, the residents. That's a lot of activity for a small community, The Waste Water treatment attracts huge tankers from all across the country into Mill Lane and up Black Avenue which is single lane traffic part of the way and back out multiple times a day, sometimes seven days a week. The exit road from Mill Lane has vehicles parked on left hand side , anything up to five cars ,so you have to choose your moment to get a clear run to gain access onto Main Street, not that easy when there's not room for a car and van to pass comfortably not to mention anything bigger. Businesses and residents often struggle with this. It is also paramount that the fire service have a safe exit when called out in an emergency. So armed with this information I find it really hard to comprehend how anybody would entertain the notion of allowing a developer to build houses up Black Avenue and how the entrance to the park (FYI that starts at the gateway of Black Avenue beside fire station) should be handed over to a developer to use as his entrance to such houses, suggesting a linear park etc, we have a 200 acre park just a few metres beyond all this so nobody is biting on that carrot. I also note a suggested one way system for the residents of such houses and how the current car park on the Kildare side would be given as an exit road for such houses. I also note that there is no facility for us park users to drive to the car park because of this one way system, unless of course we are now meant to drive through a housing estate to do that, I'm also sure that these residents in this new estate would not be too happy to have their roadway used by every park user. The residents here in Mill Lane objected to this same developer trying the same stunt back in 1994 when we had far less volume of anything in Mill Lane , we also had no tankers heading up and down either. This same developer has recently mentioned locally that he'd probably have no problem getting more than 350 houses. If Mill Lane were to try to support 350/500 cars daily we would effectively be living in a car park and neither us or these new residents would be too happy, not to mention that house values would most certainly drop in our community. I also notice that you have accidentally or otherwise omitted what KCC had promised in our last LAP " to seek protect and preserve and develop St Catherine's Park as a dedicated open space"

	I am also concerned about significant woodland areas that house our wildlife, considering that these woodlands provide some of the main bio diverse habitats within the park. The woodland heading up Black Avenue on the left should not be removed for this reason and would have to happen if the road had to be widened. On the far side are the back gardens of some of our residents. Policy HC1 7.3.2 Housing for older people The old ESB site would make an ideal site for older folk to live in. It's adjacent to Main St and bus stops so would be very convenient, the units would be single story, in keeping with the sight lines of the nearby community so therefore would not be an encroachment on the area. The vehicular activity would be to a minimum on such a busy junction (Mill Lane/ Main St) No expected anti social behavior. Finally, I am not in any way against new development but so far the most recent areas that have been developed in Leixlip have been in very poor taste in my opinion so I suggest that KCC should choose wisely where they put houses and not cripple existing well developed predominantly retired areas and thus destroy our quality of life that we should be enjoying having reared our children and enjoying our retirement instead of battling with extra traffic on an already busy community. There seems to be little or no regard for this.
Name	Anita, McHugh-Moran
Enter your submission here	I object to the black avenue being used to access and exit the proposed housing development close to St Catherine's Park Leixlip. The black avenue is a beautiful amenity and park in its own right and is used by walker's bikers the old and young entering St Catherine's park. On entering black avenue and up the hill it has a beautiful forest area which is flourishing with wild life, I live along side black avenue and regularly see squirrels, foxes, rabbits, badgers as well as an array of bird species. The park was gifted to the people this includes the black avenue and the lands close to St Catherine's Park where these houses are proposed to be built. In my opinion no one has the right to develop these lands for housing as they were gifted as an amenity for the people of Leixlip. If this housing development (close to St Catherine's Park) is allowed to go ahead and Black Avenue is used for residence access the future of the Black Avenue its woodland and wildlife will be short.
Name	Jennifer, Minogue
Enter your submission here	As a train commuter from Confey station, I can tell you that the service is already very inadequate resembling a cattle truck. During my recent pregnancy I actually had to change my working hours so I could avoid the morning and evening crush, adding THOUSANDS of more residents in Confey and indeed the far end of the village will make this service almost unusable. I spoke to planners (who by the way were not in anyway familiar with Leixlip and had never visited the place before the open evening!)in the library during the open evening and they explained that the service would be electrified, however, this is dependent on Irish Rail doing this work, the fact the Kildare CO CO are making plans contingent on another organisation is very poor planning. Relying on Irish Rail, over whom the council have no control, for is fool hardy and smacks of the wayward, greedy planning in the boom time that brought this country to its knees. We need upgraded infrastructure before ANY brick gets laid or new housing here.
Name	Giselle, Staunton
Enter your submission here	1. Confey is strategically located within the Dublin Metropolitan area. The Urban Design Framework has no actual Master Plan as directed by Minister Damien English. This Key Development Area is a major urban expansion into the adjacent grasslands on the Northern perimeter of our town that is being justified on the basis of regional figures and proximity to a rail line. The scale is way in excess of any demand locally and will negatively impact on the current residential population both during its construction and once occupied.

2. The National Planning Framework states that development will be achieved through infill and Brownfield development rather that an over-reliance on greenfield, edge of town development. The LAP as proposed does the opposite. We have a large Brownfield option at the HP site that should be used to resolve the current and future housing requirements of the town. This site already also has access to the motorway system.

3. The failure to deal with existing problems within the town and provide the required infrastructure upgrades in advance of any new development shows total disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments.

4. The plan does not adequately factor in the major expansion of Intel's impact on our existing transport infrastructure.

5. MT3.8 purports to ensure that any significant new development takes place in proximity to public transport routes and can be adequately served by the road network This objective is being completely ignored by the proposed new KDA at Confey.

6. The proposed works to Cope bridge to provide two way traffic will make the situation worse for residential areas located east and west of Captain's Hill and lead to further congestion at these pinch points during peak times. In particular it will have a negative impact on accessibility from the existing estates and lead to more congestion at the bottom of Captain Hill. It will also result in loss of Hedgerows and green areas at Glendale. Connectivity via Captains Hill to schools and local shopping will be a nightmare for residents in existing estates due to increased volumes of traffic.

7. Any plan for Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification.

Current Residential Homes Planned Increase

Leixlip 5219 8534 (+3315) + 64%

Celbridge 6544 9794 (+3250) + 50 %

Maynooth 4674 8216 (+3542) + 76%

Total 16,437 26,554 (+10,107) + 62%

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) +46%

The Draft Plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and Public transport facilities. Any development of Celbridge and Maynooth has a negative knock on impact on Leixlip as our road, bus and rail infrastructure as designed results in passengers and motorists being already in the system before the vehicles reach or pass through our town. The ability of Leixlip residents to access the N4, bus and rail system is already affected by the scale of the exiting populations in Celbridge and Maynooth without any further development of these towns.

8. In all instances once the developers get planning permission they will look to increase the densities to the max and therefore the total numbers are underestimated. In reality the combined new build will double the size of the residential areas in north Kildare. The numbers in the plan are very misleading in regard to the actual size of the development. The current situation at Wonderful barn is a live example of this type of developer opportunism.

9. This proposed development 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 town’s 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.

10. The Strategic Transport Assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire Local Area Plan.

11. 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.

12. Irish Water is currently undertaking studies to prepare a Drainage Area Plan (DAP) and model for the Leixlip area. The delivery of the LAP at Confey in accordance with the Urban Design Framework for these lands will require the cooperation of Irish Water. No agreement is in place with Irish water.

13. This development is contrary to the MASP which clearly states "The integration of transport and land use planning with significant new housing development to be focused at locations proximate to high quality public transport, especially rail access, that is easily accessible to existing local infrastructure such as schools, and local services such as neighborhood centers, in the interest of a sustainable pattern of urban development; ". The existing rail and public transport system cannot be considered high quality by any yardstick and are in fact currently being reviewed with a strong possibility of service reduction rather than improvement.

14. MT3.11 No Traffic Impact Assessments (TIA) has been completed for this KDA.

15. I refer to the RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) this was completed at the request of KCC in November 2016 and was incorporated as part the original LAP. Subsequently this LAP was redrafted due to boundary issues with the report left out. Nothing has changed in relation to these lands since this report was completed which referred to no more than 250 houses should be built on these lands with the upgrading of Cope bridge.

1) Protected structures, are part of this development with no plan as to how they will actually be protected.

2) The groundwater in this area described in the Lap as highly vulnerable with sections of extreme vulnerability. This plan requires a detailed underground and over ground site analysis. No detail is provided of what this analysis will entail, when it will be completed, who will undertake same, what level of expertise they will have and what will done with the findings. Groundwater in the this area is predominantly moderately vulnerable. The objective of the LAP is to encourage protecting these resources from further deterioration with no commitment to improvement works.

18. MT1.4 No ecological analysis has been completed on the effects of this proposal.

19. The Confey historical / future flooding risk has been clearly identified. The LAP has no on-site flood risk analysis completed. No criteria offered to show what scale or nature of a development would warrant an on-site flood risk analysis.

20. This KDA is facilitating large residential development of at least 1350 units for which there is little or no local demand.

21. The cost of the housing units in this development will make the vast majority of the properties on offer outside the reach of the local population.

22. The development is being proposed to solve a housing issue in Dublin by putting a disproportionate housing expansion into one of the finest towns in county Kildare.

23. This proposed development 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. The KDA is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Confey area.

24. This proposed development does not respect the setting of the subject lands both in terms of design and scale.

25. This proposed development opens up the possibility of further encroachment into the adjacent farmlands for future development.

26. This proposed development 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.

27. The development will destroy a Strategic Open Space that forms part of the green corridor between Leixlip and Dunboyne.

28. This proposed development would destroy one of the most important or ‘Key’ Green Infrastructure areas (as well as their associated habitats) in our town.

29. Many of the areas original features – trees, hedgerows and grasslands are being removed in this plan, which is contrary to the council’s, own policies.

30. The LAP provides no Road link to M4 or M3 and no plans in place to deliver same.

31. The combined additional traffic from this KDA and other KDAs will bring up to 5000 additional vehicles on to the local streets which are already experiencing traffic congestion at peak commute times and school start and finish times.

32. The development will have very negative impact on traffic flow through Main Street and the entire local road network in the Confey area.

33. This development will cause massive increases in pollution and increased noise levels.

34. The development will destroy hedgerows, exiting trees and grasslands.

35. The draft LAP only provides a preliminary design guide for the future development of lands. The requirement by ministerial order is to provide a master plan.

36. The development proposes two-pedestrian/cycle bridges at Glendale & River Forest. The design and scale are unknown. The knock-on effect on existing residents will be very negative creating a flow of activity into settled residential areas that is unwanted and provides no benefit to the people living in these areas. These proposals will also result in loss of green areas to path / cycle ways. The overlooking of existing homes in close proximity to the bridges is also a serious issue for residents. The scale of these bridges will negatively affect both the existing skyline and general visual aspect of these areas. These routes will also facilitate the criminal fraternity looking to visit the homes on both sides of the bridges. No proposal can be considered that facilitates anti-social behaviors and easier entrance and exit for criminals to the existing residential areas bordering the development area.

37. The proposal will have negative impact on residents in River Forest, Glendale, Glendale Meadows, Newtown, Avondale, St Mary's Park, Mill Lane and Ryevale Lawns as they are exposed to through pedestrian and cycle traffic from this development which is being routed through their estates. This will completely alter the current environment in which residents have been living for many years and undermine their property values and way of life.

38. This development will have a very negative impact of the value of existing properties, as it will offer new incentivized alternatives to persons looking to move into the town thereby undermining the value of existing secondhand homes, which are subject to stamp duty.

39. Ministerial decision 6th Mar 2018 - "The revised Draft Leixlip Local Area Plan shall be published not later than 6 months following the issuing of a Direction." Provided more than a year later – Breach of time frame so the council are in fact operating ultra vires.

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1) Lands will be reserved for the provision of educational facilities, a new community hub to include a community building/civic space, car parking and an extended cemetery. No commitment to actually provide anything.

42. Previous experience tells us that the housing element which is developer funded will be constructed and the new community will then have to fight a rear guard action for decades to get the required infrastructure to match the needs. This is totally unacceptable.

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45.This plan does not harmonise with or enhance the existing built and natural environment of Confey. The existing environment in this area is grassland and one-off houses. The required compulsory purchase of long term residents homes to facilitate the new street does not even warrant a mention and will be resisted strongly by both the individual families and residents generally.

46.The availability of trains, the capacity of the rolling stock , the frequency of the trains , the usage levels that are currently in play and are all matters that are straining the existing train service. People will only use trains if they are available, comfortable, on time, travelling to locations they wish to go, clean, have adequate seating, high quality WIFI, are priced competitively, within short walking distance of their homes and facilitated by adequate free parking. The current and proposed

future situation at Confey ticks none of the boxes that will encourage and ensure high volume usage of the rail service.

47. The park and ride facility according to the LAP will be within the new development. This area will not be close enough to the train station to encourage use. To have a max 50 spaces is scandalous and an area of at least 400 spaces would be required. Currently train users are parking outside peoples homes in Glendale from early morning until late evening. This will certainly not alleviate the existing problem with parking in estates for residents.

48. The plan does not provide the conservation plans re Confey graveyard and archaeology sites of interest in the area.

49. The location, scale and identity of the Confey development lands within the framework are apparently to take into account the presence and proximity to the rail line and the future DART expansion programme. The mere proximity to rail line is no basis for anything. The plan is presuming that the future residents will predominately want to travel on the line. In reality the new residents will want to commute in a multi directional radial route system which simply means the existing road infrastructure will be absolutely overloaded. The future expansion of the Dart will not be within the time frame of the development plan and therefore no development should proceed until the completion of the upgraded service.

50. The plan is proposing building heights within the identified higher density lands shall generally provide for 3 to 4 storey buildings but with options to go up to 5 storeys. This scale and height is totally out of line with the character, current built and natural landscape.

51. The lack of commitment in the documentation is a major problem that undermines the entire plan. The suggestion is that (LAP) & (UDF) must work simultaneously in order to improve access to this new development area and the wider Leixlip area as part of the future development of the strategic road network for the entire area. How long will this take? Unless the road and other network is committed or in place to allow more development proceed will be disastrous for the town and the entire area.

52. The plan includes the removal and relocation of the sporting and social heart of our community Confey GAA. It suggests providing new sporting facilities for Confey GAA to the north west. No detail is outlined of what exactly will be provided, how or when this alternate facility will be in place. The impact to the existing community will be negative as it will be further away and will not be within ease of walking distance for people who use this as a social hub at present. Loss of employment as Excape Gym would also be affected.

53. If any relocation of our existing playing pitches is to take place the solution is surely to relocate the pitches to the field directly behind the club house described as residential area 5 .This would retain the Club house etc in the existing location while freeing up the pitches if required for sensitive low rise housing and adequate park and ride at the western end of the site.

54. The plan suggests a minor extension to the south and west c. 1 acre of our existing cemetery. I submit this has no merit the until the problem of flooding is rectified. The existing cemetery is built on underground springs and has caused major concern for people burying loved ones. The graves as well as the area are waterlogged during prolonged spell of rain and this needs to be addressed immediately before embarking on adding to the problem.

55. The plan includes a new Public park. A new park will be welcomed but we already have issues with the maintenance and upkeep of St. Catherine's Park. If we cannot get the issues resolved with our existing park after almost 20yrs where is funding for the upkeep of this new park. The upkeep and grass cutting is left with the local Confey Soccer and GAA to maintain.

56. Future generations will thank Kildare County Councillors for taking on board the genuine concerns of the Leixlip population and altering this Draft plan to bring the scale of this development to a level that matches the actual demand for our town and not the greater Dublin area. We need to provides realistic possibility of the next generation of Leixlip natives acquiring homes in our town. Building homes that are not affordable will do nothing to help the younger residents of our town should they decide to put down roots in our town.

57. I submit that should any development go ahead no construction traffic is allowed use the Captains Hill.

58. In summary the requirement for Leixlip and Confey is to have a plan that deals with the issues already facing the town as its stands rather than looking to expand. Expansion as set out in the Draft LAP will make the existing and future situation far worse. Leixlip and Confey are beautiful places that are very sought after locations for people to live. It's critical that sympathetic and innovative planning takes place with adequate infrastructure provided to support same. The scale should match the communities' natural expansion requirements not aim at a number just to satisfy a strategic policy that is very distant from the residents of Leixlip who are the primary stakeholders in our town.

The Draft LAP makes no specific provision for:

· A swimming pool site.

· A civil building with theatre or performance space.

· ·Homes for the elderly/retired – 25% of Leixlip population 55+

· Affordable homes.

· Social housing.

. A Sensory Garden.

·Adequate parking in the village, train stations or the proposed new Confey development.

· Maintaining existing estates, green areas or new developments.

. Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty.

· Creche facilities.

We have witnessed the power cuts, water leaks and ongoing stench for 50 years in the middle of our town from the existing systems.

The Primary Care Centre - location in Collinstown is not suitable to stakeholders – young, old and infirm and without transport. A location central to the town and on a public transport route is critical. In addition, nothing included to deal with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC.

We don't want the same mistakes of the past made with our town into the future

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Confey_KDA.odt

Name	Liam, Gately
Enter your submission here	To Whom It May Concern, We would like to lodge our concerns about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. We acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to. The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey. Confey GAA Club see the benefits of development in Confey for our club's membership. We are experiencing problems with volunteering at coaching level and a loss of involvement of our senior players when they retire from playing. There is no affordable housing in Confey and they must move further away. We ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. We ask that these homes are affordable for the younger residents of the community to put down roots and raise families. Every club wants more players but Confey GAA Club is unique in that we compete at senior level in Hurling, Football and Ladies and we struggle for pitch space for these three senior teams. Added to that we have â€œBâ€ teams and an excellent juvenile structure already in place. We have access to a pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community. Confey GAA would require additional playing fields adjacent to our current location to serve any growth in the existing community and playing numbers. On the issue of the club's relocation in the plan we would like it noted that Confey GAA club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility. Confey GAA is a community club and we facilitate many community groups (basketball, old folks meeting, bridge club, winter cards, darts club, pool club, Irish dancing, set dancing). The club was founded in 1989 as people living in this community were spending far too much time stuck in their cars trying to make their way to play with Leixlip GAA. The traffic was very heavy at the time and we are experiencing similar traffic congestion now. The club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic. Practically all our members, playing members, mentors, social and juvenile live within walking distance from the club and we encourage them to walk or cycle.

Confey schools (San Carlo and Confey College) utilise our pitches and facilities for matches, sports days, active school week etc. The classes can walk to the club from the schools currently. Relocating the club to the proposed location makes our facilities inaccessible for the existing schools, teachers and school children of Confey. The existing schools do not have the use of or access to alternative pitches or green space within the existing Confey area.

The new proposal shifts the club 800 metres away to the periphery of the new developed community. It would be a minimum of 8-10 years before any children of new families from new homes would be playing members of our club. So why would we move further away from our established community?

With the development of a new neighbourhood hub and the potential commercial units that may be built we would be concerned for the commercial viability of our club bar, if units were identified as potential licensed premises. We have employees in Confey GAA and we are cognisant of our duty to keep them in paid employment.

The existing community of Confey, our GAA members and all our community groups who access the facility, are not in favour of the club moving. Confey GAA will be staying in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring to the area.

Thanks,
Liam

Name	Stephen, Allis
Enter your submission here	To whom it may concern, I wish to make the following submission in regard to the proposed CONFEY Urban Design Framework (KDA) 1) The “Mixed use units” concept (Section 2.1.6.1) is highly ambitious, given that within 500m at Riverforest Shopping Centre, there is already an array of established businesses. There is considerable risk of not being able to attract business tenants for the many ground floor business units due to commercial non-viability as local market already covered. Empty units can result in increase in anti social behaviour and a look of urban decay. If such a scenario arose, Landlords may be tempted to rent the business units out to lesser favourable business types that would not be of a community benefit but are simply availing of a cheap rental premises opportunity. This could thus magnify and increase risk of antisocial behaviour. Overall , if the cornerstone of the “Commuity Hub” becomes an unsightly rundown area, this will not attract people or businesses to the area and a downward spiral from there is likely. 2) The 2 proposed pedestrian bridges (in Section 2.1.6.7 Movement and Access Strategy), will bring serious security issues and potential antisocial behaviour problems to existing residents of Riverforest and Glendale Meadows. If the proposed addition of new access at Cope Bridge is to be efficient then why the need also for 2 more additional access points? These would offer no benefit to existing residents of Riverforest and Glendale Meadows, and also with very limited benefit for those who would potentially be using them from the new units on the other side of the canal. Infrequent use and dilapidation highly likely as a result. 3) The Proposed moving of Confey GAA, under section 2.1.3 LAND USE, to a site North is a move which penalises the existing member base of the club and would make it far less accessible to them. The club has struggled in recent years with numbers at under-age level, and indeed had to merge some under-age hurling teams with other clubs in North Kildare. Moving the club to said site would further threaten the membership due to the unsafe pedestrian access of said site. This proposed site was previously used by the soccer club, Confey FC, and it was not safe to walk to that site along the L5052 road. The current site of Confey GAA is within a safe walking distance to housing estates in the existing Confey area. Furthermore, aesthetically the club as it stands is in a picturesque and unique green setting situated next to the canal. To move it merely for the purpose of installing apartments in its place would seem quite drastic and unnecessary. 4) Overall, the volume of units proposed in the Confey Urban Development is excessively high, given the reliance on the Captains Hill road network. At present, the

	traffic during peak times is busy. Putting additional strain on this network via the volume of units proposed would be totally detrimental to the entire town of Leixlip and surrounding area. Recent traffic diversion down Captains Hill in June/July 2019, due to KCC closure of Kellystown Lane (beside Intel), has resulted in noticeable delays In Confey/Leixlip village during peak times. Captain's Hill is a bottle-neck for traffic and simply could not take the scale of the development proposed. 5) The combined additional traffic from this LAP will bring up to 5,000 additional vehicles on to the local streets which are already experiencing traffic congestion at peak commute times and school start and finish times. 6) Previous objective removed from Plan - '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.' In a complete U-turn the LAP is now in fact proposing a road into the park to facilitate a major housing development at Black Avenue. This change is despite 1,021 submissions in 2017 regarding protection of St Catherine's Park from road development. To totally ignore the people is dictatorial and undemocratic. As Blanchardstown, Lucan, Dunboyne and Maynooth all expand out towards Leixlip, it is essential that this green space and amenity for the people of North Kildare and West Dublin is preserved. 7) MT1.4 No ecological analysis has been completed on the effects of this LAP. 8) The new Educate Together School will open its doors in September 2019. As of yet, no site has been designated for the permanent site of this school. It is worrying that a plan for the Leixlip area would not include a site for a school which is opening in two months from now.
File Upload	Leixlip_and_Confey_LAP.pdf
Name	Fiachra, Lynch
Enter your submission here	To whom it may concern, I am writing to you as a current member of Confey GAA Club in Leixlip Co Kildare. I have read the drafts and I am very much angered at the proposal to relocate Confey GAA Club to a new location 800 metres from the current location. There was mention of the club being underutilised which is absaloutly not true and I would like for the persons or person who made this comment to come down to the club any night of the week to see the club thriving with under age and adult teams. I do understand there is a housing crisis but to disrupt a small club like Confey could be catastrophic to the community that we have worked so hard on building since 1989. This club is more than a club it's where we grew up and met our best friends and in some cases wives and husbands. I hope this submission can shed some light on how awful this relocation would be for our community and the relocation can be taken from the draft. Regards, Fiachra Lynch.
Name	John, Cronolly
Enter your submission here	1. Unanimously backed Material Alterations removed this Key Development Area from the last Local Area Plan. 2. This proposed development 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 infrastructure which is aging and faulty are unable to support developments of this scale. The town's infrastructure is already strained and is evidenced by power cuts, water leaks and 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. 3. This development is contrary to the MASP which clearly states "The integration of transport and land use planning with significant new housing development to be focused at locations proximate to high quality public transport, especially rail access, that is easily accessible to existing local infrastructure such as schools, and local

services such as neighborhood centers, in the interest of a sustainable pattern of urban development; "

4. MT3.11 No Traffic Impact Assessments (TIA) has been included for this KDA

5. The groundwater in this area described in the Lap as highly vulnerable with sections of extreme vulnerability.

6. MT1.4 No ecological analysis has been completed on the effects of this proposal.

7. No commitment to on-site flood risk analysis.

8. This KDA is facilitating large residential development of at least 355 units for which there is no demand.

9. This proposed development 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. The KDA is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Guinness estate.

10. This proposed development does not respect the setting of the subject lands.

11. This proposed development opens up the possibility of further encroachment into the existing Guinness estate for future development.

12. This proposed development 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.

13. The development will destroy a Strategic Open Space that forms part of the green corridor in the Leixlip area.

14. The Height of land - LAP is vague and allows for misinterpretation by developers.

15. The detail is ambiguous “generally 2 stories in height”does this allow for apartment blocks? Figure 12.2 - 2 sets of residential units similar to apartment blocks.

16. This proposed development would destroy areas of the Guinness estate, which is considered to be one of the most important or ‘Key’ Green Infrastructure areas (as well as their associated habitats) in our town.

17. Many of its original features – trees, hedgerows and grasslands are being removed contrary to the council’s own policies.

18. Connectivity via Celbridge road will be a nightmare for residents due to increased volumes of traffic combined with the adjacent Wonderful Barn development of (450) units.

19. No Road link to M4 - no plans in place to deliver same. The combined additional traffic form this KDA and the wonderful barn will bring up to 1500 additional vehicles on to the local streets.

20. The development will have very negative impact on traffic flow through Main Street.

21. This development will cause massive increases in pollution and increased noise levels.

22. The development will destroy hedgerows, exiting trees and parklands with six additional pedestrian entrances being created to the development. Two were

previously removed from LAP due to health and safety concerns, 1 requires major engineering to scale a 100 foot cliff and 1 requires unlimited access to the grounds of Leixlip Castle.

23. The proposal will have negative impact on residents in Leixlip Park, Celbridge Road, Highfield Park, as they are exposed to through pedestrian and cycle traffic from this development. This will completely alter the current environment in which residents have been living for many years and undermine their property values and way of life.

24. The proposal facilitates anti-social behaviors and easier entrance and exit for criminals to the existing residential areas bordering the development area.

25. The proposal has been rejected previously by the council and is simply included to facilitate a private landowner who has landlocked grassland to convert same into a massive financial profit.

26. This development will have a very negative impact of the value of existing properties, as it will offer new incentivized alternatives to persons looking to move into the town thereby undermining the value of existing secondhand homes, which are subject to stamp duty.

Name	Eoin, Cullen
Enter your submission here	Not in favor of moving the club

Name	William, Maher
Enter your submission here	To Whom It May Concern, I would like to lodge my concerns about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. I acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to. The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and

Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey.

Me as a mentor with Confey Gaa with two children ages 6years and 11 years see the benefits of development in Confey for the club's membership. With the club experiencing problems with volunteering at coaching level and a loss of involvement of senior players when they retire from playing. There is no affordable housing in Confey and they must move further away. I ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. I ask that these homes are affordable for the younger residents of the community to put down roots and raise families.

Every club wants more players but Confey GAA Club is unique in that it competes at senior level in Hurling, Football and Ladies and struggles for pitch space for these three senior teams. Added to that the club has B teams , mother's team and an excellent juvenile structure already in place. The club has access pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community.

Confey Gaa would require additional playing fields adjacent to our current location to serve any growth in the existing community and playing numbers. This would ensure that the new and old development will have an central Gaa club feeding the needs of the whole area of Confey.

On the issue of the club's relocation in the plan I would like it noted that Confey GAA club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility.

Confey GAA is a community club and we facilitate many community groups (basketball, old folks meeting, badminton, bridge club, winter cards, darts club, pool club, Irish dancing, set dancing). The club was founded in 1989 as people living in this community were spending far too much time stuck in their cars trying to make their way to play with Leixlip GAA. The traffic was very heavy at the time and we are experiencing similar traffic congestion now. The club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic. Practically all our members, playing members, mentors, social and juvenile live within walking distance from the club and we encourage them to walk or cycle.

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The lack of playing pitches in both schools is a real issue and to take the opportunity to play matches/ blitzes and sports days away from the children will result in less children involved in team sports into their teenage years and result will increased anti-social problems in the area in the future as I believe the children will lose the most important benefit a team sport brings ,respect for ones elders along with all the health benefits.

The new proposal shifts the club 800 metres away to the periphery of the new developed community. It would be a minimum of 8-10 years before any children of new families from new homes would be playing members of our club. So why would the club move further away from our established community?

With the development of a new neighbourhood hub and the potential commercial units that may be built the would be concerned for the commercial viability of our club bar, if units were identified as potential licensed premises. The club has employees in Confey GAA and are cognisant of it's duty to keep them in paid employment.

The existing community of Confey, our GAA members and all our community groups who access the facility, are not in favour of the club moving. Confey GAA will be staying in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring to the area.

With regards,
William Maher

Name	Andrew, Thomas
Enter your submission here	To whom it may concern I wish to make the following submission in regard to the Draft LAP for Leixlip. I am in favour of additional housing in the area as we all recognise the need for houses. But I do have a number of points I would like to make: The last draft plan was voted on and approved by our councillors in 2017. It is vital that the provision of additional housing in Leixlip is delivered in a way that is not detrimental to the fabric and character of Leixlip and therefore seeking a well-balanced plan for the successful development of Leixlip into the future is imperative. It is crucial that the necessary infrastructure combined with the essential community facilities are reviewed properly and implemented effectively. The lack of any intention of putting in a swimming pool in the area is a huge oversight. It has been promised to Leixlip for over 20 years. More attention is needed to community areas in the plan such as a theatre space, additional playgrounds of a good size, proportionate to the increasing population of Leixlip. I would like to see the upgrade to the sewerage system being prioritised in advance and road networks. Please take into account water/electricity needs – esp in light of Intels new plans to expand. We have suffered a lot of blackouts and water pipes bursting recently. Schools and creche facilities and after school facilities and club areas need to be explored and developed in more detail. Town centre – some building in terrible state – should be made develop these. Also KCC should insist on a common store front or colours to give town centre a unified feel. Additional parking needs to be designed into plan to assist with town rejuvenation. Much larger park and ride facilities should be included too. Key Development Areas that were removed from the last Local Area Plan by unanimously backed Material Alterations have been included again without any reasoned argument to support same. Celbridge Road East Key Development Area (KDA) I refer to the final stage of the last draft for the Leixlip LAP 2017-2023 relating to “Material Alterations” where there was a vote taken by all 40 councillors on the 20th November 2017 to remove the residential zoning for lands at Celbridge Road East (KDA2). Despite this unanimous decision by the councillors it is disappointing to see these lands back on the Draft Leixlip LAP 2020-2026 seeking the zoning of these lands for residential development. The zoning of these lands should not be permitted on cultural and heritage grounds. Leixlip Castle and Demense are both listed for protection in the County Development Plan. Existing protection orders should not be contravened in the interest of expedient development on this heritage site. The Wonderful Barn has already been zoned, we need to preserve the remaining lands of historical and cultural heritage. The traffic consequences of this on the Celbridge Road would be huge.

The Wonderful Barn site could and should accommodate a range of day and evening time uses. This would be an ideal location for a cultural, arts and performing centre to be located within Leixlip assisting with the fulfilment of Policy EDT3.13 with regard to evening time use.

Previous objective removed from Plan - '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.' In a complete “U” turn the LAP is now in fact proposing a road into the park to facilitate a major housing development at Black Avenue.

The LAP fails to provide a Master Plan as directed by ministerial order for Confey.
A lot more detailed work is required here.

We should not be zoning lands that will not be developed within the lifetime of this LAP.

I would like to see servies being put in place before developmens happen, playgrounds, schools, creches, green spaces, infrastructure etc. If left to private developers I feel many projects will not happen as they should. Also the budget for upkeep by KCC of Leixlip’s roads, verges and hedges needs to be kept in line with the growing area that this plan invisages.

Thanks you,
Andrew Thomas

Name

melanie, hall

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But I do have a number of points I would like to make:

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Enter your submission here

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I would like to see the upgrade to the sewerage system being prioritised in advance and road networks. Please take into account water/electricity needs – esp in light of Intels new plans to expand. We have suffered a lot of blackouts and water pipes bursting recently.

Schools and creche facilities and after school facilities and club areas need to be explored and developed in more detail.

Town centre – some building in terrible state – should be made develop these. Also KCC should insist on a common store front or colours to give town centre a unified feel. Additional parking needs to be designed into plan to assist with town rejuvenation.

Much larger park and ride facilities should be included too.

Key Development Areas that were removed from the last Local Area Plan by unanimously backed Material Alterations have been included again without any reasoned argument to support same.

Celbridge Road East Key Development Area (KDA)
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Thanks you,
Melanie Hall

Name	Noreen, Gibson
Enter your submission here	Please consider the mental health of all users of St. Catherine's Park and don't even think of building a motorway there. in relation to the proposed housing, do the right thing put the correct infrastructure in place, ie new roads, street lights, traffic lights, pedestrian crossings, schools, shops etc before even one house is built in Leixlip. the residents who live hear already have problems getting in and out of their estates at peak times and forget

about getting out and about if there has been a traffic incident in the area. Use plenty of initiative here please.

Name	Evan, Buckley
Enter your submission here	To Whom It May Concern, I fully support Confey GAA submission on this topic and as a resident of Confey for over 20 years am absolutely flabbergasted at the careless planning that is being considered for the area. No consideration consultation with residents whose quality of life will be detrimentally impacted by increased traffic with no sustainable infrastructure to cope with it. as a community we have not had any clarity on this issue particularly in circumstances where our homes will be impacted. We are wholly resistant to the development proposed with insufficient thought as to the well being of the existing local community whose needs and welfare are overlooked in this plan. We, the club executive of Confey GAA, would like to lodge our concerns about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. We acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to. The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey. Confey GAA Club see the benefits of development in Confey for our club's membership. We are experiencing problems with volunteering at coaching level and a loss of involvement of our senior players when they retire from playing. There is no affordable housing in Confey and they must move further away. We ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. We ask that these homes are affordable for the younger residents of the community to put down roots and raise families. Every club wants more players but Confey GAA Club is unique in that we compete at senior level in Hurling, Football and Ladies and we struggle for pitch space for these three senior teams. Added to that we have â€œBâ€ teams and an excellent juvenile structure already in place. We have access to a pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community. Confey GAA would require additional playing fields adjacent to our current location to serve any growth in the existing community and playing numbers. On the issue of the club's relocation in the plan we would like it noted that Confey GAA club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility. Confey GAA is a community club and we facilitate many community groups (basketball, old folks meeting, bridge club, winter cards, darts club, pool club, Irish dancing, set dancing). The club was founded in 1989 as people living in this community were spending far too much time stuck in their cars trying to make their way to play with Leixlip GAA. The traffic was very heavy at the time and we are experiencing similar traffic congestion now. The club was established in its current location

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Name

Suzanne, Buckley

Enter your submission here

To Whom It May Concern,

I fully support Confey GAA submission on this topic and as a resident of Confey for over 20 years am absolutely flabbergasted at the careless planning that is being considered for the area. No consideration consultation with residents whose quality of life will be detrimentally impacted by increased traffic with no sustainable infrastructure to cope with it. as a community we have not had any clarity on this issue particularly in circumstances where our homes will be impacted. We are wholly resistant to the development proposed with insufficient thought as to the well being of the existing local community whose needs and welfare are overlooked in this plan.
We, the club executive of Confey GAA, would like to lodge our concerns about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. We acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to.

The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey.

Confey GAA Club see the benefits of development in Confey for our club's membership. We are experiencing problems with volunteering at coaching level and a loss of involvement of our senior players when they retire from playing. There is no affordable housing in Confey and they must move further away. We ask that the scale

of this planning for Confey be altered to a level that matches the actual demand for our community. We ask that these homes are affordable for the younger residents of the community to put down roots and raise families.

Every club wants more players but Confey GAA Club is unique in that we compete at senior level in Hurling, Football and Ladies and we struggle for pitch space for these three senior teams. Added to that we have â€œBâ€ teams and an excellent juvenile structure already in place. We have access to a pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community. Confey GAA would require additional playing fields adjacent to our current location to serve any growth in the existing community and playing numbers.

On the issue of the club's relocation in the plan we would like it noted that Confey GAA club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility.

Confey GAA is a community club and we facilitate many community groups (basketball, old folks meeting, bridge club, winter cards, darts club, pool club, Irish dancing, set dancing). The club was founded in 1989 as people living in this community were spending far too much time stuck in their cars trying to make their way to play with Leixlip GAA. The traffic was very heavy at the time and we are experiencing similar traffic congestion now. The club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic. Practically all our members, playing members, mentors, social and juvenile live within walking distance from the club and we encourage them to walk or cycle.

Confey schools (San Carlo and Confey College) utilise our pitches and facilities for matches, sports days, active school week etc. The classes can walk to the club from the schools currently. Relocating the club to the proposed location makes our facilities inaccessible for the existing schools, teachers and school children of Confey. The existing schools do not have the use of or access to alternative pitches or green space within the existing Confey area.

The new proposal shifts the club 800 metres away to the periphery of the new developed community. It would be a minimum of 8-10 years before any children of new families from new homes would be playing members of our club. So why would we move further away from our established community?

With the development of a new neighbourhood hub and the potential commercial units that may be built we would be concerned for the commercial viability of our club bar, if units were identified as potential licensed premises. We have employees in Confey GAA and we are cognisant of our duty to keep them in paid employment.

The existing community of Confey, our GAA members and all our community groups who access the facility, are not in favour of the club moving. Confey GAA will be staying in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring

Name	Susan, Plunkett
Enter your submission here	The maintenance of electricity and water in thw river forest cannot be maintained and adding an excessive amount of houses to the one grid is not going to improve anyones facilites. Also the mere thought of putting a walk way brisge over the canal to arrive at the green area at river forest is absolutely ridiculous. They attract nothing but anti social behaviour. Judge Halpin in 2014 even went so far as to have them completely shut down.

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To whom it may concern,

I wish to make the following submission regarding the proposed LEIXLIP LOCAL AREA PL
2026

According to the CONFEY URBAN DESIGN FRAMEWORK (Appendix A), it states on p10 th

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- Rail transport system is already under pressure.
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- Negative effects on air quality, noise and climate – due to increased emission
- Negative effects on biodiversity, ecological land and soil
- Negative effects on human health and amenities.
- Negative effects on local services and utilities – water supply and electricity d

Some statistics

Population Growth: (using Census 2016 results and CDP Population fore

	Current Population	Forecasted Popu
Leixlip	**15,504**	**19,794 (+ 429**
Celbridge	20,228	22,801
Maynooth	14,585	18,996
Total	**50,317**	**61,591 + 11,2**

Low forecast metric used means numbers will probably be higher

Housing Unit growth: (using Census 2016 results and CDP Housing Allo

	Current Residential Homes	Planned In

Name	Joseph, Fallon
Enter your submission here	To whom it may concern I wish to make the following submission on behalf of Glendale Meadows Resident's Association with regards to the proposed BLACK AVENUE and CONFEY Developments. Non – Feasibility of large-scale development in Confey Confey has been strategically located within the Dublin Metropolitan area. It contains Urban Design Framework but no actual Master Plan as directed by Minister Damien English. This Key Development Area is a major urban expansion into the adjacent grasslands on the Northern perimeter of our town that is being justified on the basis of regional figures and proximity to a rail line. The scale is way in excess of any demand locally and will negatively impact on the current residential population both during its construction and once occupied. It is highly necessary to conduct Appropriate Assessment and create restrictions on zoning and housing specifications to safely protect the canal waterway ecosystem and surrounding skyline between Confey and Dunboyne. Pedestrian/cycle bridges into Glendale/Riverforest The current LAP proposes the development of two-pedestrian/cycle bridges at Glendale & River Forest. The design and scale are unknown. The knock-on effect on existing residents will be very negative creating a flow of activity into settled residential areas that is unwanted and provides no benefit to the people living in these areas. These proposals will also result in loss of green areas to path / cycle ways. The overlooking of existing homes in close proximity to the bridges is also a serious issue for residents. The scale of these bridges will negatively affect both the existing skyline and general visual aspect of these areas. These routes will also facilitate the criminal fraternity looking to visit the homes on both sides of the bridges. No proposal can be considered that facilitates anti-social behaviors and easier entrance and exit for criminals to the existing residential areas bordering the development area. Confey – Expansion of Cope Bridge The proposed works to Cope bridge to provide two way traffic will have a negative impact for resident living in Glendale/Glendale Meadows as well as areas located east and west of Captain's Hill and lead to further congestion at these pinch points during peak times. In particular it will have a negative impact on accessibility from the existing estates and lead to more congestion at the bottom of Captain Hill. It will also result in loss of Hedgerows and green areas at Glendale. Connectivity via Captains Hill to schools and local shopping will be a nightmare for residents in existing estates due to increased volumes of traffic. Any plan for Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification. 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 Draft Plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and Public transport facilities. Any development of Celbridge and Maynooth has a negative knock on impact on Leixlip as our road, bus and rail infrastructure as designed results in passengers and motorists being already in the system before the vehicles reach or pass through our town. The ability of Leixlip residents to access the N4, bus and rail system is already affected by the scale of the exiting populations in Celbridge and Maynooth without any further development of these towns.

1. In all instances once the developers get planning permission they will look to increase the densities to the max and therefore the total numbers are underestimated. In reality the combined new build will double the size of the residential areas in north Kildare. The numbers in the plan are very misleading in regard to the actual size of the development. The current situation at Wonderful barn is a live example of this type of developer opportunism.

2. This proposed development 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 town’s 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.

3. The Strategic Transport Assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire Local Area Plan.

4. 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.

5. Irish Water is currently undertaking studies to prepare a Drainage Area Plan (DAP) and model for the Leixlip area. The delivery of the LAP at Confey in accordance with the Urban Design Framework for these lands will require the cooperation of Irish Water. No agreement is in place with Irish water.

6. This development is contrary to the MASP which clearly states "The integration of transport and land use planning with significant new housing development to be focused at locations proximate to high quality public transport, especially rail access, that is easily accessible to existing local infrastructure such as schools, and local services such as neighborhood centers, in the interest of a sustainable pattern of urban development; ". The existing rail and public transport system cannot be considered high quality by any yardstick and are in fact currently being reviewed with a strong possibility of service reduction rather than improvement.

7. MT3.11 No Traffic Impact Assessments (TIA) has been completed for this KDA.

Black Avenue – KDA
1. The Black avenue proposal has no public transport route and no road network.

2. MT3.11 No Traffic Impact Assessments (TIA) has been included for this KDA

3. This proposed development 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.

4. The development will destroy a Strategic Open Space, which is right in the middle of proposed Black Avenue housing development in St Catherine's.

5. This development will cause massive increases in pollution, increased noise levels, and illegal dumping.

6. The development will destroy hedgerows, exiting trees and parklands with five additional pedestrian entrances being created to the park.

7. The development includes the creation of two pedestrian access routes into existing cul de sacs at Glendale Meadows that will completely alter the current environment in which residents have been living for many years and undermine their property values and way of life. This proposal is not welcomed by residents in Glendale Meadows and is rejected by all 285 households' who live in this area.

8. The development facilitates anti-social behaviors and easier entrance and exit for criminals to the existing residential areas bordering the area.

9. The proposal has been rejected on two previous occasions by the council and is simply included to facilitate a private landowner who has landlocked grassland to convert same into a massive financial profit.

Loss of Social Hub -Confey GAA
The plan includes the removal of the sporting and social heart of our community Confey GAA. It suggests providing new sporting facilities for Confey GAA to the north west. No detail is outlined of what exactly will be provided, how or when this alternate facility will be in place.
The impact to the existing community will be negative as it will be further away and will not be within ease of walking distance for people who use this as a social hub at present. This facility is widely used by residents in Glendale Meadows and is within easy walking distance for people who use it as a social hub/recreational facility for many years. If this facility is moved to a new location in the New Development it will have a huge impact for the people living in this area.

The Draft LAP makes no specific provision for:
- Maintaining green areas and enhancing access to nature and recreation for the people of Leixlip
- A swimming pool site
- A Sensory Garden.
- Adequate parking in the village, train stations or the proposed new Confey development.
- Improving the aesthetic quality of existing estates,
- Improving and maintaining the existing water, waste & power supply infrastructure, which is aging and faulty.

Please have some consideration for existing communities in the overall plan for these new developments. We are a settled and older community with most of the residents in Glendale Meadows having lived here for over 35yrs and more.
We are not anti housing and we are very much aware that our children need houses for the future, but the planners need to take note of the objections by residents who have lived in this town for many years. We need to get this right otherwise it could result in Leixlip being destroyed by bad planning which has occurred in many area's around the country.
We should learn from the mistakes of the past.

Joseph Fallon
Chair Glendale meadows residents association

Name Javad, Langeroudi

Enter your To whom it may concern,

submission here

I wish to make the following submission regarding the proposed LEIXLIP LOCAL AREA PLAN 2020-2026
According to the CONFEY URBAN DESIGN FRAMEWORK (Appendix A), it states on p10 that:

"The location of Confey GAA centrally within the subject lands and within close proximity to Confey Railway Station has been identified as being an underutilisation of these strategic lands. It is proposed to relocate the existing GAA lands facility to a larger site further north and in close proximity to the proposed 'Community Hub' ensuring ease of access."

Firstly, Confey GAA is an already existing amenity in the heart of the community. It is currently within walking distance for the residents of Riverforest, Glendale, Newtown and Avondale. Most importantly, it is within walking distance for both for young and old, for children attending training and for local primary school students to do PE. To state that the location of Confey GAA is "underutilised" is an insult to all the families involved in setting up the club, developing it, and running it for the past 30 years. The wording of "underutilisation" also shows the lack of regard for such amenities and places zero value on the voluntary time and effort given to campaigning and fundraising for the club. Kildare County Council did not put this facility here. The community did.
Furthermore, moving the GAA club further north takes this amenity not only out of our community but indeed out of its own county! The statement also ensures "ease of access". But to whom? I welcome the proposal of a new "community hub" in the plan, but do not take away already existing ones.

Other Key issues relating to the LAP:
- The new development in Confey proposes widening Cope Bridge for two-way traffic. This would mean losing the green, recreational areas and hedgerows in Glendale, Newton and Avondale. It would also result in increased traffic coming into Leixlip Village, which is already seriously congested at peak times – a bottleneck from a newly-widened bridge to the village, making it even more difficult for the residents of Glendale, Riverforest and Avondale to exit their estates. Has a 'Traffic Impact Assessment' been conducted in relation to this?

- The protection of St. Catherine's Park. In 2017, 1021 submissions were made and Kildare County Council aimed "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". This appears to have been removed from the plan and in a complete U turn, the council is now proposing a road into the park to facilitate a major housing development at Black Avenue. The plan should seek to protect, preserve and develop St. Catherine's park as a public amenity. NOT PRIVATE HOUSING.

- It is important to protect, enhance and further develop green areas in Leixlip, such as St. Catherine's park, the Black Avenue and Leixlip Castle Demesne. These are shared spaces for amenity, recreation and biodiversity. The LAP should ensure that key trees, woodlands and high value hedgerows are maintained.

The LAP itself states the following issues:
- Rail transport system is already under pressure.
- Secondary schools are at full capacity. A primary school is proposed but no location is determined for this.
- Negative effects on air quality, noise and climate – due to increased emissions and pollution
- Negative effects on biodiversity, ecological land and soil
- Negative effects on human health and amenities.
- Negative effects on local services and utilities – water supply and electricity demand

In the LAP, provisions should also be made for the following:
- A swimming pool.
- A civil building with theatre or performance space.
- Homes for the elderly/retired – 25% of Leixlip population 55+
- Affordable homes.
- A Sensory Garden.
- Adequate additional parking in the village and train stations

- Maintaining existing green areas, hedgerows and woodlands for biodiversity and recreational use.
- Improving and maintaining the existing water, waste and power supply.
- Infrastructure which is aging and faulty before approving more houses.
- Maintain our natural heritage sites, high quality amenity areas and green spaces throughout Leixlip.

Name	Henry, McGillen
Enter your submission here	To whom It May Concern, Being a Leixlip resident for the last forty years, I was astonished and amazed to read that there was a possibility of 3,000 more houses being built in the area. I work in the village, and even currently, traffic is at a standstill morning and evening. We have a police station that never has a guard available for a call-out and on a recent occasion, after an hour and a half wait, a guard finally arrived... from Celbridge. Also, our schools are only barely coping at present. What's going to happen with this new influx? We have an ongoing issue with sewage, which dates back thirty years or more. This HAS NOT or CANNOT be rectified. Leixlip has been long forgotten. It's just outside of Dublin but not country enough to be considered Kildare. Before any houses should be built, I think we need a lot of infrastructure and a lot of TLC. We haven't even mentioned pollution to the environment which goes without saying. I could go on and on but I feel that I have raised just some of the important issues. Yours faithfully, Henry McGillen.

Name	Tom, Connolly
Enter your submission here	9th July 2019 Re: Leixlip LAP, Black Ave KDA Dear Sir/Madam As a resident of Captains Hill and an active member of Confey GAA Club I welcome the proposed Black Ave KDA. It's been many years since any substantial housing development in this area. We in the GAA club are screaming out for new youth to partake in our national sports. My own family would also like to stay in the area but there is very little on the market. I'm also aware that the local primary and post-primary schools are short on pupils. The fact that traffic from Black ave will not impact on Captains Hill is also a bonus.

I also find it very sad that some people want to keep Leixlip to themselves and prevent others from living here. To me this kind of attitude does nothing for community spirit and shows a level of selfishness.

Yours sincerely

Tom Connolly

Name	Deirdre, McGillen
Enter your submission here	Dear Sir/Madam, I am a resident of Forest Park Leixlip and am writing to you regarding the Leixlip Local Area Plan. The proposed building of 3,000 new homes in the area is simply unbelievable and unsustainable. The disgusting stench in the village and old hill (sewage) has yet to be addressed and we are told is just overload on the treatment plant, and that's at the moment. Imagine the issues if there are 3,000 more houses thrown into the mix. I am over 40 years in Leixlip and to-date there is nothing for children that are simply not sport inclined. We were promised a swimming pool shortly after we moved here. In fact we contributed to two door-to-door collections for this swimming pool that has yet to materialise. Where did the money go? There was also talk of a cinema, but other than the Amenities, which, I agree is a super facility but, and only but for the sporty. What about the rest of the population?? I have heard that Maynooth got the go-ahead for Leixlip's long, long awaited pool. This beggars belief as Maynooth already has Carton and the Glen Royal. Everybody knows that there is a shortage of houses, and I am in no way against the building of same, but dear God, please try to look at the bigger picture. Putting people into a house with nothing else to offer does not solve any problems. It just creates more for everybody else. Yours faithfully, Deirdre McGillen.
Name	Emily, Nolan
Enter your submission here	I am against the proposal for more houses to be built in Confey leixlip because are beautiful town is being destroyed, our roads are congested, our water/sewer system cant cope with the existing houses , our town is loosing the close community it had, are beautiful green open lands will be destroyed, were there are wild animals living in these areas were will these go if building is allowed? they will be forced to move closer to our homes which will cause trouble for not only the people but for them. our town will not be a town anymore it will be just another built up area beside dublin, its vile treatment of everyone who has lived in leixlip for generations or has been apart of our town for years that our lovely town will be destroyed with this outrageous plan to bulldoze green lands to build more houses,more pollution more habitat loss more destruction. it will be the end of our beautiful town as we know, and I for one will not rest till its stopped.
Name	Barry, Russell
Enter your submission here	I am against the proposal for more houses to be built in confey leixlip because are beautiful town is being destroyed by over population, our roads are congested, our water/sewer system cant cope with the existing houses , our town is loosing the close community it had, are beautiful green open lands will be destroyed, were there are wild animals living in these areas were will these go if building is allowed? are town will not be a town anymore if this is allowed it will be just another built up area, its disgusting treatment of everyone who has lived in leixlip for generations that our lovely town will be destroyed with this outrageous plan to bulldoze green lands to build more houses,more pollution more habitat loss more destruction. it will be the end of our beautiful town as we know, and I for one will not rest till its stopped.

Name	Andy, Grehan
Enter your submission here	To Whom It May Concern, We, the club executive of Confey GAA, would like to lodge our concerns about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. We acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to. The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey. Confey GAA Club see the benefits of development in Confey for our club's membership. We are experiencing problems with volunteering at coaching level and a loss of involvement of our senior players when they retire from playing. There is no affordable housing in Confey and they must move further away. We ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. We ask that these homes are affordable for the younger residents of the community to put down roots and raise families. Every club wants more players but Confey GAA Club is unique in that we compete at senior level in Hurling, Football and Ladies and we struggle for pitch space for these three senior teams. Added to that we have â€œBâ€ teams and an excellent juvenile structure already in place. We have access to a pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community. Confey GAA would require additional playing fields adjacent to our current location to serve any growth in the existing community and playing numbers. On the issue of the club's relocation in the plan we would like it noted that Confey GAA club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility. Confey GAA is a community club and we facilitate many community groups (basketball, old folks meeting, bridge club, winter cards, darts club, pool club, Irish dancing, set dancing). The club was founded in 1989 as people living in this community were spending far too much time stuck in their cars trying to make their way to play with Leixlip GAA. The traffic was very heavy at the time and we are experiencing similar traffic congestion now. The club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic. Practically all our members, playing members, mentors, social and juvenile live within walking distance from the club and we encourage them to walk or cycle. Confey schools (San Carlo and Confey College) utilise our pitches and facilities for matches, sports days, active school week etc. The classes can walk to the club from the schools currently. Relocating the club to the proposed location makes our facilities inaccessible for the existing schools, teachers and school children of Confey. The existing schools do not have the use of or access to alternative pitches or green space within the existing Confey area.

The new proposal shifts the club 800 metres away to the periphery of the new developed community. It would be a minimum of 8-10 years before any children of new families from new homes would be playing members of our club. So why would we move further away from our established community?

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The existing community of Confey, our GAA members and all our community groups who access the facility, are not in favour of the club moving. Confey GAA will be staying in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring to the area.

Regards,
Andy

Name

Niamh, Hopkins

Enter your submission here

I object to the Local Area Plan for the Leixlip Confey area as it currently stands. While development is both needed and welcomed in the area, it must cohere with the green area surrounding the Confey housing estates, and not supplant that green area, making a very urban environment out of what currently is still quite a rural environment.

On the other hand, if, as the plan intends, the area should become more urbanised, with high-rise apartment developments and high-density living, then the infrastructure of the area would have to be appropriate. The current plan seeks merely to make minor upgrades to the current road infrastructure and train service -- upgrades which are to be welcomed to meet current demand on those roads, but which would only meet current needs, and would do nothing to address the further increases which construction traffic, and then the additional thousands of vehicles and train-passengers which this plan envisions. Both transport infrastructure and social infrastructure -- intended to truly promote an urbanised environment, in which individuals and families may meet their recreational needs, such as a swimming pool, additional sports ground, etc. must be a prerequisite to the establishment of so many new households in the area. The LAP plan pays mere lip-service to these needs, with vague references of services 'to follow.'

As the Leixlip Confey area has been established as a semi-rural area, with surburban housing estates containing much greenery and free space for its population to enjoy their time outdoors, and as housing in the local area (and the greater Dublin area) is lacking, I propose that such plans reflect, mirror and repeat the sort of suburban housing that has been shown to work, and on a scale which neither overwhelms the local environment, and which corresponds to the capabilities of the planned improvements to the transport network.

Yours sincerely,
Niamh Hopkins

Name

Eamon, Shields

Enter your submission here

My concerns and observations regarding the above are as follows:

1. Traffic Congestion:

Road access to the area of Confey where development is proposed is currently either over Cope Bridge or via Kellystown lane. Both these access points are already under severe pressure from the existing volume of traffic on “normal days”.
Any large-scale development of the land to the north of the Grand Canal, should only take place, once proper access is in place. Currently, construction traffic could not enter the area via Cope Bridge or Kellystown Lane, due to weight restrictions in place on these bridges.
Regardless of any alterations to Cope bridge, traffic would still be funnelled down Captains Hill, where severe bottle-necks currently exist.

2. Widening of Road L1015:
As I live on the above road, I am concerned about the effect that the proposed widening will have on my property. Increased traffic volumes and noise will also have a detrimental value on my property.

3. Confey GAA:
As a member of Confey GAA, I am very concerned about the proposal to relocate the club to a green-field site. To state that the lands are currently “under-utilised” is an insult to the fantastic work being done on a daily basis by the volunteers and coaches in the club. At a time when every effort should be made to encourage young people to participate in sport, a proposal to relocate the club to a site, completely detached from the existing residential areas of Confey makes no sense.
Currently, children and young adults can walk from areas such as Glendale, Glendale Meadows, River Forest etc. to the GAA club. Moving the club to a new location approximately 1 km from the current location, will make this more difficult.

Name	Miriam, Collins
Enter your submission here	I object to any plans to disturb the beauty of St Catherine's Park by any roadway or bridge being constructed to run through any part of the park. The park is a unique amenity to the population of Leixlip and Lucan and there is no justification or need to destroy such a wonderful Park.

Name	Aine, Gately
Enter your submission here	To Whom It May Concern, Please the below concerns about the Confey Urban Design Frametwork and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. We acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to. The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey. Confey GAA Club see the benefits of development in Confey for our club's membership. We are experiencing problems with volunteering at coaching level and a loss of involvement of our senior players when they retire from playing. There is no affordable housing in Confey and they must move further away. We ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. We ask that these homes are affordable for the younger residents of the community to put down roots and raise families. Every club wants more players but Confey GAA Club is unique in that we compete at senior level in Hurling, Football and Ladies and we struggle for pitch space for these three senior teams. Added to that we have â€œBâ€ teams and an excellent juvenile structure already in place. We have access to a pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community. Confey GAA would require additional playing fields adjacent to our current location to serve any growth in the existing community and playing numbers. On the issue of the club's relocation in the plan we would like it noted that Confey GAA club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility. Confey GAA is a community club and we facilitate many community groups (basketball, old folks meeting, bridge club, winter cards, darts club, pool club, Irish dancing, set dancing). The club was founded in 1989 as people living in this community were spending far too much time stuck in their cars trying to make their way to play with Leixlip GAA. The traffic was very heavy at the time and we are experiencing similar traffic congestion now. The club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic. Practically all our members, playing members, mentors, social and juvenile live within walking distance from the club and we encourage them to walk or cycle. Confey schools (San Carlo and Confey College) utilise our pitches and facilities for matches, sports days, active school week etc. The classes can walk to the club from the schools currently. Relocating the club to the proposed location makes our facilities inaccessible for the existing schools, teachers and school children of Confey. The existing schools do not have the use of or access to alternative pitches or green space within the existing Confey area. The new proposal shifts the club 800 metres away to the periphery of the new developed community. It would be a minimum of 8-10 years before any children of new families from new homes would be playing members of our club. So why would we move further away from our established community?

	With the development of a new neighbourhood hub and the potential commercial units that may be built we would be concerned for the commercial viability of our club bar, if units were identified as potential licensed premises. We have employees in Confey GAA and we are cognisant of our duty to keep them in paid employment. The existing community of Confey, our GAA members and all our community groups who access the facility, are not in favour of the club moving. Confey GAA will be staying in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring to the area.
Name	Alan, Gough
Enter your submission here	I have lived here for the past twenty year's in a house that my father was born in I am very worried about this development and the possibility of losing our home due to a compulsory purchase
Name	Martin, Devaney
Enter your submission here	I feel the tourism opportunity is not being fully grasped by the LAP. There is indeed a great opportunity here if there was some joined up thinking at linking all the interesting sights (wonderful barn, roman spa, boat house etc) into an integrated walking / cycling path for potential visitors. Tourists should be able to get a train or bus to Leixlip and be able to immediately join a walking loop around the area that connects all these features. This could be done in conjunction with the Main Street regeneration - have a tourist hub (piggy back on the Guinness connection) and extending the walk along the river. There is also the potential for a walk to include the reservoir which would be alternative amenity to the parklands. I feel the plan pays token gesture to this potential and thats disappointing. A further link in with the proposed greenway on the canal and get visitors down into the town would be another interesting avenue. None of this is feasible unless the infrastructure is there in terms of paths and signage.
Name	Martin, Devaney
Enter your submission here	I am disappointed with the omission of the plan to deal with frequent sewerage smell that lingers in the Main Street at the bridge on the Rye River. Given the recognition of the potential tourism in the general vicinity, I would have thought that remedying this long standing problem would be a priority. The failure to acknowledge the problem suggests that there was very little local input to this plan. Sometimes I am embarassed when I see visitors to the town wondering what the awful smell is.
Name	Martin, Devaney
Enter your submission here	I am extremely disappointed that although highlighting the need for open play spaces for children, the plan entirely depends on developer lead spaces predictably in the proposed new developments. The plan fails in this regard, as it places the onus on developers to provide spaces that should not only accommodate the needs of the residents of the proposed developments but also of the existing population that are currently poorly served in this regard. This means that we will never have an acceptable ratio of playground space as the deficit will never be reduced unless the plan provides for new spaces not reliant on new developments. This is particularly galling given the plan acknowledges that Leixlip has a higher ratio of young families compared to the national average. It is disappointing that the onus will be placed on developers who inevitably will be more concerned with selling as many units as they can than providing play spaces for the local populace.

Also, its disappointing to read that there is no provision for a local swimming pool - an amenity that is in demand and sought after. Given the projected population increases, surely this is a gross oversight? This suggests the plan is more focused on building residential units and industrial zones but failing to recognise the needs of the local population.

Name	Ann, Connolly
Enter your submission here	It is important that there is adequate public green space available for people to enjoy and to foster good mental and physical wellbeing. Building more housing in such an environmentally natural resource runs contrary to studies that show that proper recreational facilities is necessary to a healthy community.

Name	Martin, Devaney
Enter your submission here	I believe the proposed plan fails to recognise and address the unsustainable volume of traffic on the R149 of which the majority appears to be using this route as an access to destinations other than those covered by the Leixlip LAP. As a resident on Captains Hill it is becoming increasingly difficult to gain access on to this road due to the huge flow in both directions. I use this route to commute to work in Blanchardstown and notice that traffic coming up the Hill in the mornings from the M4/Celbridge side continue straight on to Clonee/Blanchardstown. I also note in the morning that there is considerable volume, although markedly less coming across the bridge at Confey. I strongly feel that this 'passing through' traffic is is detrimental to the inhabitants of Leixlip as it causes access problems for residents to schools and the Main Street which leads to a knock on effect to businesses there. I typically shop in Aldi on Main Street - most of the time I walk but on occasion when where I know that i will not be able to carry all the shopping I have to drive. I have to pick the time I drive quite carefully as during the peak times it could take 15 minutes to make a journey of less than 1km. The main bottleneck is getting onto R149. Frequently, traffic is backed quite far up the Hill - at the bottom of the hill there are two lanes, one left and one right lane. The left turn is usually green for a considerable time before the right turn. If six cars are trying to turn right, this build up prevents access to the left lane which leads to driver frustration as cars further up the hill that are trying to access the left turn become annoyed that their access is blocked. These drivers are usually less accommodating to residents who are trying to get out onto the R149. The occasional driver that holds up traffic coming down the Hill to let me out, give up as frequently the flow coming up the hill is continuous and the cycle starts again. I frequently walk around the town centre and its clear that the traffic volumes make it quite undesirable for locals to come into the town centre and spend time there. I fervently believe that there is a need for an alternative to the R149 to accommodate the majority of the traffic on it, and if achieved will lead to greater engagement from locals in the town centre. Upgrading the bridge at Confey will have the net effect of longer queues closer to the town centre. in its current format, the single lane acts as a stagger and gives traffic breaks for the estates that connect to the R149 to gain access. Upgrading the bridge to a continuous dual flow will be problematic for these residents. On my commute home, I frequently have a seven minute delay getting into my estate due to traffic build up coming up the hill. This may seem insignificant but it isn't when you consider it accounts for approximately 70 metres of my journey. A lot of this build up is due to the traffic trying to turn right at the bottom of the hill towards Maynooth - this leads me to believe a significant improvement would be gained by providing an alternative enhanced access to the north-west side of Leixlip. I also have concerns that the proposed North Street Backlands Regeneration, while interesting and potentially viable, will be adversely affected by traffic coming down the hill and using it as a slip road to avoid the congestion at the lights at the bottom of the hill. This may not necessarily be a bad thing as it may alleviate the congestion, but it may adversely affect the intended goals of the regeneration.

Name	Brian, Millar
Enter your submission here	This is in reference to the Black Avenue KDA. The road line that Fingal County Council proposed through St. Catherine's Park to link with the N4 would pass directly through this development. As it is my understanding that this road line is to be retained even if it does not go ahead now, it is ridiculous that this development proposal has even been made. The bridge would run directly over a large part of this area. Also what if a north - south Luas route is proposed for the Dublin region? There are extremely few if any proper gaps left for services or infrastructure of this kind to cross the Liffey Valley, gaps like this are highly, highly, important, and I think it would be completely irresponsible to block this one with development. It would be far better to be kept for sports development of some kind such as a tennis centre, and for general recreational use.

Name	Brian, Millar
Enter your submission here	This is in reference to the Black Avenue KDA. I think this area would be much better retained for recreational use, and this I believe is in the context of the wider Dublin Region. I can foresee a large sports complex here, perhaps a large centre for tennis for example, associated with the nearby buildings in St. Catherine's Park where a cafe and other facilities could be located. This next bit is not funny, but this site is actually directly on the line of the road that Fingal is proposing to link with the N4, and if that proposal ever went ahead, the bridge would actually be directly over a large part of the development. This one point alone is enough to call a halt to this development. That line needs to be preserved just in case, and not only for roads. What if some kind of north - south Luas routh for the Dublin region is proposed? There are extremely few if any gaps left across the Liffey Valley for this kind of development.

Name	Ciaran, Fagan
Enter your submission here	Don’t build a bridge or road in Catherine’s Park

Name	Brian, Millar

Enter your submission here	This is in reference to Confey UDF. None of the roads in this area are suitable for this kind of development. The major route for access to local services and the village of Leixlip is the R149 down Captain's Hill, and yet instead of being preserved for this use, it appears to be planned for shops and commercial activity with extra junctions drawing associated activity including pedestrian and vehicle movements, thus constricting the usefulness of this route to serve both the existing and new communities. There is no sense in doing this to this major route, never mind the fancy name being given to it of some kind of a 'hub'. It is also one of only six North - South routes in the Dublin Region between the Phoenix Park and Maynooth, five of which including this one, were originally only used by horses and carts. As regards transport this whole UDF plan seems just to be designed to provide opportunity for development, with extremely little or no thought given to wider issues and real needs of the community and wider region. For example does 'improved roads' mean room for a twin buggy on the footpath on either side?I have extreme doubts as to whether it means anything like this. This would also only be the start of development in this area, so a new road line running parallel to the present R149 towards Lucan is badly needed, and there is absolutely no mention of this in the plan. This UDF is very highly deficient, Also the amount of space for park and ride on the train seems miniscule, compared to what is probably needed. The whole thing is way out of place and needs to be re-thought.

Name	Christy, Fagan
Enter your submission here	I wish to object to any road / bridge going through St. Catherine’s Park.

Name	Orla, Gildea
Enter your submission here	Please keep st Catherine’s park as it is. We need it. No construction. Or bridges to m4.

Name	Liam, Mc Grath
Enter your submission here	Submission in regard to the proposed CONFEY Urban Design Framework (KDA) 1. Confey is strategically located within the Dublin Metropolitan area. The Urban Design Framework has no actual Master Plan as directed by Minister Damien English. This Key Development Area is a major urban expansion into the adjacent grasslands on the Northern perimeter of our town that is being justified on the basis of regional figures and proximity to a rail line. The scale is way in excess of any demand locally and will negatively impact on the current residential population both during its construction and once occupied. 2. The National Planning Framework states that development will be achieved through infill and Brownfield development rather that an over-reliance on greenfield, edge of town development. The LAP as proposed does the opposite. We have a large Brownfield option at the HP site that should be used to resolve the current and future housing requirements of the town. This site already also has access to the motorway system. 3. The failure to deal with existing problems within the town and provide the required infrastructure upgrades in advance of any new development shows total disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments. 4. The plan does not adequately factor in the major expansion of Intel’s impact on our existing transport infrastructure.

5. MT3.8 purports to ensure that any significant new development takes place in proximity to public transport routes and can be adequately served by the road network This objective is being completely ignored by the proposed new KDA at Confey.

6. The proposed works to Cope bridge to provide two way traffic will make the situation worse for residential areas located east and west of Captain's Hill and lead to further congestion at these pinch points during peak times. In particular it will have a negative impact on accessibility from the existing estates and lead to more congestion at the bottom of Captain Hill. It will also result in loss of Hedgerows and green areas at Glendale. Connectivity via Captains Hill to schools and local shopping will be a nightmare for residents in existing estates due to increased volumes of traffic.

7. Any plan for Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification.

Current Residential Homes Planned Increase

Leixlip 5219 8534 (+3315) + 64%

Celbridge 6544 9794 (+3250) + 50 %

Maynooth 4674 8216 (+3542) + 76%

Total 16,437 26,554 (+10,107) + 62%

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) +46%

The Draft Plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and Public transport facilities. Any development of Celbridge and Maynooth has a negative knock on impact on Leixlip as our road, bus and rail infrastructure as designed results in passengers and motorists being already in the system before the vehicles reach or pass through our town. The ability of Leixlip residents to access the N4, bus and rail system is already affected by the scale of the exiting populations in Celbridge and Maynooth without any further development of these towns.

8. In all instances once the developers get planning permission they will look to increase the densities to the max and therefore the total numbers are underestimated. In reality the combined new build will double the size of the residential areas in north Kildare. The numbers in the plan are very misleading in regard to the actual size of the development. The current situation at Wonderful barn is a live example of this type of developer opportunism.

9. This proposed development 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 town's 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.

10. The Strategic Transport Assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire Local Area Plan.

11. 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.

12. Irish Water is currently undertaking studies to prepare a Drainage Area Plan (DAP) and model for the Leixlip area. The delivery of the LAP at Confey in accordance with the Urban Design Framework for these lands will require the cooperation of Irish Water. No agreement is in place with Irish water.

13. This development is contrary to the MASP which clearly states "The integration of transport and land use planning with significant new housing development to be focused at locations proximate to high quality public transport, especially rail access, that is easily accessible to existing local infrastructure such as schools, and local services such as neighborhood centers, in the interest of a sustainable pattern of urban development; ". The existing rail and public transport system cannot be considered high quality by any yardstick and are in fact currently being reviewed with a strong possibility of service reduction rather than improvement.

14. MT3.11 No Traffic Impact Assessments (TIA) has been completed for this KDA.

15. I refer to the RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) this was completed at the request of KCC in November 2016 and was incorporated as part the original LAP. Subsequently this LAP was redrafted due to boundary issues with the report left out. Nothing has changed in relation to these lands since this report was completed which referred to no more than 250 houses should be built on these lands with the upgrading of Cope bridge.

1) Protected structures, are part of this development with no plan as to how they will actually be protected.

2) The groundwater in this area described in the Lap as highly vulnerable with sections of extreme vulnerability. This plan requires a detailed underground and over ground site analysis. No detail is provided of what this analysis will entail, when it will be completed, who will undertake same, what level of expertise they will have and what will done with the findings. Groundwater in the this area is predominantly moderately vulnerable. The objective of the LAP is to encourage protecting these resources from further deterioration with no commitment to improvement works.

18. MT1.4 No ecological analysis has been completed on the effects of this proposal.

19. The Confey historical / future flooding risk has been clearly identified. The LAP has no on-site flood risk analysis completed. No criteria offered to show what scale

or nature of a development would warrant an on-site flood risk analysis.

20. This KDA is facilitating large residential development of at least 1350 units for which there is little or no local demand.

21. The cost of the housing units in this development will make the vast majority of the properties on offer outside the reach of the local population.

22. The development is being proposed to solve a housing issue in Dublin by putting a disproportionate housing expansion into one of the finest towns in county Kildare.

23. This proposed development 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. The KDA is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Confey area.

24. This proposed development does not respect the setting of the subject lands both in terms of design and scale.

25. This proposed development opens up the possibility of further encroachment into the adjacent farmlands for future development.

26. This proposed development 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.

27. The development will destroy a Strategic Open Space that forms part of the green corridor between Leixlip and Dunboyne.

28. This proposed development would destroy one of the most important or 'Key' Green Infrastructure areas (as well as their associated habitats) in our town.

29. Many of the areas original features – trees, hedgerows and grasslands are being removed in this plan, which is contrary to the council's, own policies.

30. The LAP provides no Road link to M4 or M3 and no plans in place to deliver same.

31. The combined additional traffic from this KDA and other KDAs will bring up to 5000 additional vehicles on to the local streets which are already experiencing traffic congestion at peak commute times and school start and finish times.

32. The development will have very negative impact on traffic flow through Main Street and the entire local road network in the Confey area.

33. This development will cause massive increases in pollution and increased noise levels.

34. The development will destroy hedgerows, exiting trees and grasslands.

35. The draft LAP only provides a preliminary design guide for the future development of lands. The requirement by ministerial order is to provide a master plan.

36. The development proposes two-pedestrian/cycle bridges at Glendale & River Forest. The design and scale are unknown. The knock-on effect on existing residents will be very negative creating a flow of activity into settled residential areas that is unwanted and provides no benefit to the people living in these areas. These proposals will also result in loss of green areas to path / cycle ways. The overlooking of existing homes in close proximity to the bridges is also a serious issue for residents. The scale of these bridges will negatively affect both the existing skyline and general visual aspect of these areas. These routes will also facilitate the criminal fraternity looking to visit the homes on both sides of the bridges. No proposal can be considered that facilitates anti-social behaviors and easier entrance and exit for criminals to the existing residential areas bordering the development area.

37. The proposal will have negative impact on residents in River Forest, Glendale, Glendale Meadows, Newtown, Avondale, St Mary's Park, Mill Lane and Ryevale Lawns as they are exposed to through pedestrian and cycle traffic from this development which is being routed through their estates. This will completely alter the current environment in which residents have been living for many years and undermine their property values and way of life.

38. This development will have a very negative impact of the value of existing properties, as it will offer new incentivized alternatives to persons looking to move into the town thereby undermining the value of existing secondhand homes, which are subject to stamp duty.

39. Ministerial decision 6th Mar 2018 - "The revised Draft Leixlip Local Area Plan shall be published not later than 6 months following the issuing of a Direction." Provided more than a year later – Breach of time frame so the council are in fact operating ultra vires.

40. The draft LAP proposes phasing/sequencing programme to enable & ensure adequate infrastructure is provided alongside new development. The actual detail in the draft provides no assurance that this development will in fact take place in tandem with the required infrastructure being put in place.

1) Lands will be reserved for the provision of educational facilities, a new community hub to include a community building/civic space, car parking and an extended cemetery. No commitment to actually provide anything.

42. Previous experience tells us that the housing element which is developer funded will be constructed and the new community will then have to fight a rear guard action for decades to get the required infrastructure to match the needs. This is totally unacceptable.

43. Multiple infrastructural aspirations are included with no firm commitment of funding identified to deliver same. The plan itself clearly identifies a key to achieving the delivery of this new neighbourhood in a coherent and sustainable manner is the timely delivery of critical supporting infrastructure. The plan without a guaranteed funding steam is unfortunately not a plan its simply a wish list.

44. The plan is "Encouraging a strong night time economy and presence of residents outside of work hours". Confey is a residential area that has very limited night time activity as residents generally wish to go to bed at night. Why do the planners think we need strong night time activity and residents on the streets at night. This is not Paris. Leixlip is a town that people live and work in and no demand is evident to turn it into the "Temple Bar" of Kildare with all its associated antisocial problems.

45.This plan does not harmonise with or enhance the existing built and natural environment of Confey. The existing environment in this area is grassland and one-off houses. The required compulsory purchase of long term residents homes to facilitate the new street does not even warrant a mention and will be resisted strongly by both the individual families and residents generally.

46.The availability of trains, the capacity of the rolling stock , the frequency of the trains , the usage levels that are currently in play and are all matters that are straining the existing train service. People will only use trains if they are available, comfortable, on time, travelling to locations they wish to go, clean, have adequate seating, high quality WIFI, are priced competitively, within short walking distance of their homes and facilitated by adequate free parking. The current and proposed future situation at Confey ticks none of the boxes that will encourage and ensure high volume usage of the rail service.

47. The park and ride facility according to the LAP will be within the new development. This area will not be close enough to the train station to encourage use. To have a max 50 spaces is scandalous and an area of at least 400 spaces would be required. Currently train users are parking outside peoples homes in Glendale from early morning until late evening. This will certainly not alleviate the existing problem with parking in estates for residents.

48. The plan does not provide the conservation plans re Confey graveyard and archaeology sites of interest in the area.

49. The location, scale and identity of the Confey development lands within the framework are apparently to take into account the presence and proximity to the rail

line and the future DART expansion programme. The mere proximity to rail line is no basis for anything. The plan is presuming that the future residents will predominately want to travel on the line. In reality the new residents will want to commute in a multi directional radial route system which simply means the existing road infrastructure will be absolutely overloaded. The future expansion of the Dart will not be within the time frame of the development plan and therefore no development should proceed until the completion of the upgraded service.

50. The plan is proposing building heights within the identified higher density lands shall generally provide for 3 to 4 storey buildings but with options to go up to 5 storeys. This scale and height is totally out of line with the character, current built and natural landscape.

51. The lack of commitment in the documentation is a major problem that undermines the entire plan. The suggestion is that (LAP) & (UDF) must work simultaneously in order to improve access to this new development area and the wider Leixlip area as part of the future development of the strategic road network for the entire area. How long will this take? Unless the road and other network is committed or in place to allow more development proceed will be disastrous for the town and the entire area.

52. The plan includes the removal and relocation of the sporting and social heart of our community Confey GAA. It suggests providing new sporting facilities for Confey GAA to the north west. No detail is outlined of what exactly will be provided, how or when this alternate facility will be in place. The impact to the existing community will be negative as it will be further away and will not be within ease of walking distance for people who use this as a social hub at present. Loss of employment as Excape Gym would also be affected.

53. If any relocation of our existing playing pitches is to take place the solution is surely to relocate the pitches to the field directly behind the club house described as residential area 5 .This would retain the Club house etc in the existing location while freeing up the pitches if required for sensitive low rise housing and adequate park and ride at the western end of the site.

54. The plan suggests a minor extension to the south and west c. 1 acre of our existing cemetery. I submit this has no merit the until the problem of flooding is rectified. The existing cemetery is built on underground springs and has caused major concern for people burying loved ones. The graves as well as the area are waterlogged during prolonged spell of rain and this needs to be addressed immediately before embarking on adding to the problem.

55. The plan includes a new Public park. A new park will be welcomed but we already have issues with the maintenance and upkeep of St. Catherine's Park. If we cannot get the issues resolved with our existing park after almost 20yrs where is funding for the upkeep of this new park. The upkeep and grass cutting is left with the local Confey Soccer and GAA to maintain.

56. Future generations will thank Kildare County Councillors for taking on board the genuine concerns of the Leixlip population and altering this Draft plan to bring the scale of this development to a level that matches the actual demand for our town and not the greater Dublin area. We need to provides realistic possibility of the next generation of Leixlip natives acquiring homes in our town. Building homes that are not affordable will do nothing to help the younger residents of our town should they decide to put down roots in our town.

57. I submit that should any development go ahead no construction traffic is allowed use the Captains Hill.

58. In summary the requirement for Leixlip and Confey is to have a plan that deals with the issues already facing the town as its stands rather than looking to expand. Expansion as set out in the Draft LAP will make the existing and future situation far worse. Leixlip and Confey are beautiful places that are very sought after locations for people to live. It's critical that sympathetic and innovative planning takes place with adequate infrastructure provided to support same. The scale should match the communities' natural expansion requirements not aim at a number just to satisfy a strategic policy that is very distant from the residents of Leixlip who are the primary stakeholders in our town.

The Draft LAP makes no specific provision for:

· A swimming pool site.

· A civil building with theatre or performance space.

· ·Homes for the elderly/retired – 25% of Leixlip population 55+

· Affordable homes.

· Social housing.

. A Sensory Garden.

·Adequate parking in the village, train stations or the proposed new Confey development.

· Maintaining existing estates, green areas or new developments.

. Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty.

· Creche facilities.

We have witnessed the power cuts, water leaks and ongoing stench for 50 years in the middle of our town from the existing systems.

The Primary Care Centre - location in Collinstown is not suitable to stakeholders – young, old and infirm and without transport. A location central to the town and on a public transport route is critical. In addition, nothing included to deal with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC.

We don't want the same mistakes of the past made with our town into the future

Name	Maeve, Mc Grath
Enter your submission here	Submission in regard to the proposed CONFEY Urban Design Framework (KDA) 1. Confey is strategically located within the Dublin Metropolitan area. The Urban Design Framework has no actual Master Plan as directed by Minister Damien English. This Key Development Area is a major urban expansion into the adjacent grasslands on the Northern perimeter of our town that is being justified on the basis of regional figures and proximity to a rail line. The scale is way in excess of any demand locally and will negatively impact on the current residential population both during its construction and once occupied. 2. The National Planning Framework states that development will be achieved through infill and Brownfield development rather that an over-reliance on greenfield, edge of town development. The LAP as proposed does the opposite. We have a large Brownfield option at the HP site that should be used to resolve the current and future housing requirements of the town. This site already also has access to the motorway system. 3. The failure to deal with existing problems within the town and provide the required infrastructure upgrades in advance of any new development shows total

disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments.

4. The plan does not adequately factor in the major expansion of Intel's impact on our existing transport infrastructure.

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54. The plan suggests a minor extension to the south and west c. 1 acre of our existing cemetery. I submit this has no merit the until the problem of flooding is rectified. The existing cemetery is built on underground springs and has caused major concern for people burying loved ones. The graves as well as the area are waterlogged during prolonged spell of rain and this needs to be addressed immediately before embarking on adding to the problem.

55. The plan includes a new Public park. A new park will be welcomed but we already have issues with the maintenance and upkeep of St. Catherine's Park. If we cannot get the issues resolved with our existing park after almost 20yrs where is funding for the upkeep of this new park. The upkeep and grass cutting is left with the local Confey Soccer and GAA to maintain.

56. Future generations will thank Kildare County Councillors for taking on board the genuine concerns of the Leixlip population and altering this Draft plan to bring the scale of this development to a level that matches the actual demand for our town and not the greater Dublin area. We need to provides realistic possibility of the next generation of Leixlip natives acquiring homes in our town. Building homes that are not affordable will do nothing to help the younger residents of our town should they decide to put down roots in our town.

57. I submit that should any development go ahead no construction traffic is allowed use the Captains Hill.

58. In summary the requirement for Leixlip and Confey is to have a plan that deals with the issues already facing the town as its stands rather than looking to expand. Expansion as set out in the Draft LAP will make the existing and future situation far worse. Leixlip and Confey are beautiful places that are very sought after locations for people to live. It's critical that sympathetic and innovative planning takes place with adequate infrastructure provided to support same. The scale should match the communities' natural expansion requirements not aim at a number just to satisfy a strategic policy that is very distant from the residents of Leixlip who are the primary stakeholders in our town.

The Draft LAP makes no specific provision for:

· A swimming pool site.

· A civil building with theatre or performance space.

· ·Homes for the elderly/retired – 25% of Leixlip population 55+

· Affordable homes.

· Social housing.

. A Sensory Garden.

·Adequate parking in the village, train stations or the proposed new Confey development.

· Maintaining existing estates, green areas or new developments.

. Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty.

· Creche facilities.

We have witnessed the power cuts, water leaks and ongoing stench for 50 years in the middle of our town from the existing systems.

The Primary Care Centre - location in Collinstown is not suitable to stakeholders – young, old and infirm and without transport. A location central to the town and on a public transport route is critical. In addition, nothing included to deal with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC.

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56. Future generations will thank Kildare County Councillors for taking on board the genuine concerns of the Leixlip population and altering this Draft plan to bring the scale of this development to a level that matches the actual demand for our town and not the greater Dublin area. We need to provides realistic possibility of the next generation of Leixlip natives acquiring homes in our town. Building homes that are not affordable will do nothing to help the younger residents of our town should they decide to put down roots in our town.

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58. In summary the requirement for Leixlip and Confey is to have a plan that deals with the issues already facing the town as its stands rather than looking to expand. Expansion as set out in the Draft LAP will make the existing and future situation far worse. Leixlip and Confey are beautiful places that are very sought after locations

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The Draft LAP makes no specific provision for:

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We don't want the same mistakes of the past made with our town into the future

Damien Halpin

Name

Jennifer, Kelly

Enter your submission here

The submission must be made either online at www.kildare.ie/CountyCouncil/Planning/DevelopmentPlans/LocalAreaPlans/

Submission in regard to the proposed CONFEY Urban Design Framework (KDA)

1. Confey is strategically located within the Dublin Metropolitan area. The Urban Design Framework has no actual Master Plan as directed by Minister Damien English. This Key Development Area is a major urban expansion into the adjacent grasslands on the Northern perimeter of our town that is being justified on the basis of regional figures and proximity to a rail line. The scale is way in excess of any demand locally and will negatively impact on the current residential population both during its construction and once occupied.

2. The National Planning Framework states that development will be achieved through infill and Brownfield development rather that an over-reliance on greenfield, edge of town development. The LAP as proposed does the opposite. We have a large Brownfield option at the HP site that should be used to resolve the current and future housing requirements of the town. This site already also has access to the motorway system.

3. The failure to deal with existing problems within the town and provide the required infrastructure upgrades in advance of any new development shows total disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments.

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7. Any plan for Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification.

Current Residential Homes Planned Increase

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44. The plan is "Encouraging a strong night time economy and presence of residents outside of work hours". Confey is a residential area that has very limited night time activity as residents generally wish to go to bed at night. Why do the planners think we need strong night time activity and residents on the streets at night. This is not

Paris. Leixlip is a town that people live and work in and no demand is evident to turn it into the "Temple Bar" of Kildare with all its associated antisocial problems.

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46.The availability of trains, the capacity of the rolling stock , the frequency of the trains , the usage levels that are currently in play and are all matters that are straining the existing train service. People will only use trains if they are available, comfortable, on time, travelling to locations they wish to go, clean, have adequate seating, high quality WIFI, are priced competitively, within short walking distance of their homes and facilitated by adequate free parking. The current and proposed future situation at Confey ticks none of the boxes that will encourage and ensure high volume usage of the rail service.

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43. Multiple infrastructural aspirations are included with no firm commitment of funding identified to deliver same. The plan itself clearly identifies a key to achieving the delivery of this new neighbourhood in a coherent and sustainable manner is the timely delivery of critical supporting infrastructure. The plan without a guaranteed funding steam is unfortunately not a plan its simply a wish list.

44. The plan is "Encouraging a strong night time economy and presence of residents outside of work hours". Confey is a residential area that has very limited night

time activity as residents generally wish to go to bed at night. Why do the planners think we need strong night time activity and residents on the streets at night. This is not Paris. Leixlip is a town that people live and work in and no demand is evident to turn it into the "Temple Bar" of Kildare with all its associated antisocial problems.

45.This plan does not harmonise with or enhance the existing built and natural environment of Confey. The existing environment in this area is grassland and one-off houses. The required compulsory purchase of long term residents homes to facilitate the new street does not even warrant a mention and will be resisted strongly by both the individual families and residents generally.

46.The availability of trains, the capacity of the rolling stock , the frequency of the trains , the usage levels that are currently in play and are all matters that are straining the existing train service. People will only use trains if they are available, comfortable, on time, travelling to locations they wish to go, clean, have adequate seating, high quality WIFI, are priced competitively, within short walking distance of their homes and facilitated by adequate free parking. The current and proposed future situation at Confey ticks none of the boxes that will encourage and ensure high volume usage of the rail service.

47. The park and ride facility according to the LAP will be within the new development. This area will not be close enough to the train station to encourage use. To have a max 50 spaces is scandalous and an area of at least 400 spaces would be required. Currently train users are parking outside peoples homes in Glendale from early morning until late evening. This will certainly not alleviate the existing problem with parking in estates for residents.

48. The plan does not provide the conservation plans re Confey graveyard and archaeology sites of interest in the area.

49. The location, scale and identity of the Confey development lands within the framework are apparently to take into account the presence and proximity to the rail line and the future DART expansion programme. The mere proximity to rail line is no basis for anything. The plan is presuming that the future residents will predominately want to travel on the line. In reality the new residents will want to commute in a multi directional radial route system which simply means the existing road infrastructure will be absolutely overloaded. The future expansion of the Dart will not be within the time frame of the development plan and therefore no development should proceed until the completion of the upgraded service.

50. The plan is proposing building heights within the identified higher density lands shall generally provide for 3 to 4 storey buildings but with options to go up to 5 storeys. This scale and height is totally out of line with the character, current built and natural landscape.

51. The lack of commitment in the documentation is a major problem that undermines the entire plan. The suggestion is that (LAP) & (UDF) must work simultaneously in order to improve access to this new development area and the wider Leixlip area as part of the future development of the strategic road network for the entire area. How long will this take? Unless the road and other network is committed or in place to allow more development proceed will be disastrous for the town and the entire area.

52. The plan includes the removal and relocation of the sporting and social heart of our community Confey GAA. It suggests providing new sporting facilities for Confey GAA to the north west. No detail is outlined of what exactly will be provided, how or when this alternate facility will be in place. The impact to the existing community will be negative as it will be further away and will not be within ease of walking distance for people who use this as a social hub at present. Loss of employment as Excape Gym would also be affected.

53. If any relocation of our existing playing pitches is to take place the solution is surely to relocate the pitches to the field directly behind the club house described as residential area 5 .This would retain the Club house etc in the existing location while freeing up the pitches if required for sensitive low rise housing and adequate park and ride at the western end of the site.

54. The plan suggests a minor extension to the south and west c. 1 acre of our existing cemetery. I submit this has no merit the until the problem of flooding is rectified. The existing cemetery is built on underground springs and has caused major concern for people burying loved ones. The graves as well as the area are waterlogged during prolonged spell of rain and this needs to be addressed immediately before embarking on adding to the problem.

55. The plan includes a new Public park. A new park will be welcomed but we already have issues with the maintenance and upkeep of St. Catherine's Park. If we cannot get the issues resolved with our existing park after almost 20yrs where is funding for the upkeep of this new park. The upkeep and grass cutting is left with the local Confey Soccer and GAA to maintain.

56. Future generations will thank Kildare County Councillors for taking on board the genuine concerns of the Leixlip population and altering this Draft plan to bring the scale of this development to a level that matches the actual demand for our town and not the greater Dublin area. We need to provides realistic possibility of the next generation of Leixlip natives acquiring homes in our town. Building homes that are not affordable will do nothing to help the younger residents of our town should they decide to put down roots in our town.

57. I submit that should any development go ahead no construction traffic is allowed use the Captains Hill.

58. In summary the requirement for Leixlip and Confey is to have a plan that deals with the issues already facing the town as its stands rather than looking to expand. Expansion as set out in the Draft LAP will make the existing and future situation far worse. Leixlip and Confey are beautiful places that are very sought after locations for people to live. It's critical that sympathetic and innovative planning takes place with adequate infrastructure provided to support same. The scale should match the communities' natural expansion requirements not aim at a number just to satisfy a strategic policy that is very distant from the residents of Leixlip who are the primary stakeholders in our town.

The Draft LAP makes no specific provision for:

· A swimming pool site.

· A civil building with theatre or performance space.

· ·Homes for the elderly/retired – 25% of Leixlip population 55+

· Affordable homes.

· Social housing.

. A Sensory Garden.

·Adequate parking in the village, train stations or the proposed new Confey development.

· Maintaining existing estates, green areas or new developments.

. Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty.

· Creche facilities.

We have witnessed the power cuts, water leaks and ongoing stench for 50 years in the middle of our town from the existing systems.

The Primary Care Centre - location in Collinstown is not suitable to stakeholders – young, old and infirm and without transport. A location central to the town and on a public transport route is critical. In addition, nothing included to deal with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC.

We don’t want the same mistakes of the past made with our town into the future

Wendy Halpin

Name	Christy, Walsh
Enter your submission here	I hereby submit my objection and concerns in relation to both the Black Avenue and Celbridge Road East development plan. I am strongly opposed to the merging of Confey with other areas, ie., Meath and my fear is that Confey will be lost in a massive development which will eventually include areas in Co Meath/Dublin. As a resident of Leixlip Confey for more than 30 years I feel I have a right to a voice and representation to the councillors who serve my community and its environs. I am horrified to find that not only is the council in breach of a Ministerial decision dated 6th March 2018, but it has also included previous Key Development Areas that were removed from the last Local Area Plan. Key issues with the LAP are: 1) The policy to provide 3315 new housing units in Leixlip. This is being achieved by increasing housing unit densities at Key Development Areas and inserting new Key Development Areas into the Plan without any documented reasoning behind these decisions. 2) The actual delivery of the target may extend beyond the life of the plan, up to 2029. 3) The LAP fails to provide a Master Plan as directed by ministerial order. 4) Key Development Areas that were removed from the last Local Area Plan by unanimously backed Material Alterations have been included. 5) Previous objective removed from Plan - '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.' In a complete “U” turn the council is now in fact proposing a road into the park to facilitate a major housing development at Black Avenue. I cannot understand why Kildare County Council are proposing to build more houses on existing green recreational areas (e.g., Confey GAA lands which have been developed by the residents!), putting roads through an existing park and not giving any consideration to protecting our local natural environment which is enjoyed by so many local people. This does not make sense unless you are a developer who will benefit from the mass production of sprawling estates with no proper access or infrastructure. No one wants to live in a place like that. I feel that Confey will be swallowed up and merged into Meath if the development over Cope Bridge goes ahead as proposed and without any properly funded planning. Currently, the local transport system is bulging at the seams and will certainly not be able to cope with the added numbers of commuters who will potentially live here or in Kilcock and Maynooth. Already there is huge congestion on the N4 and surrounding roads and railway system i.e. Confey with the development of extra homes in Kilcock and Maynooth. The proposed new bridge at Confey will result in further congestion on Captain's Hill and Leixlip Village. I dread to think what the resultant traffic congestion will be like following even more poorly planned development. The heart has been taken out of Lucan with poorly planned development in places such as Adamstown, etc resulting in a massive sprawl of development from Lucan to Clondalkin. I do not want this for my area and my family deserves a decent, accessible place to live with fully functioning and maintained water, waste and power supply. My family deserve a town they can be proud of which looks after its natural and beautiful amenity areas. Rather than building more houses and putting more pressure on existing services my community would be better served by the following which have never been provided in all the years I have lived in Confey:

	a swimming pool. A civil building with theatre or performance space. Homes for the elderly/retired – 25% of Leixlip population are 55+ Affordable homes/Social housing which can be accessed but not by destroying existing parkland and amenity areas. A Sensory Garden. Charging points for electric vehicles. Adequate additional parking in the village and train stations Maintenance of existing estates and green areas I am convinced that this is a developer led plan which is not in my or my family's best interests. The wording of the plan is vague in the extreme with no mention of ring-fenced funding for road and facilities infrastructure. My councillors are elected to provide the best environment in which my family and I can live and I expect elected representatives to hear my concerns and act accordingly.
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Name	Frank, Ryder
Enter your submission here	To Whom It May Concern, We, the club executive of Confey GAA, would like to lodge our concerns about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. We acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to. The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey. Confey GAA Club see the benefits of development in Confey for our club's membership. We are experiencing problems with volunteering at coaching level and a loss of involvement of our senior players when they retire from playing. There is no affordable housing in Confey and they must move further away. We ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. We ask that these homes are affordable for the younger residents of the community to put down roots and raise families. Every club wants more players but Confey GAA Club is unique in that we compete at senior level in Hurling, Football and Ladies and we struggle for pitch space for these three senior teams. Added to that we have â€œBâ€ teams and an excellent juvenile structure already in place. We have access to a pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community. Confey GAA would require

additional playing fields adjacent to our current location to serve any growth in the existing community and playing numbers.

On the issue of the club's relocation in the plan we would like it noted that Confey GAA club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility.

Confey GAA is a community club and we facilitate many community groups (basketball, old folks meeting, bridge club, winter cards, darts club, pool club, Irish dancing, set dancing). The club was founded in 1989 as people living in this community were spending far too much time stuck in their cars trying to make their way to play with Leixlip GAA. The traffic was very heavy at the time and we are experiencing similar traffic congestion now. The club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic. Practically all our members, playing members, mentors, social and juvenile live within walking distance from the club and we encourage them to walk or cycle.

Confey schools (San Carlo and Confey College) utilise our pitches and facilities for matches, sports days, active school week etc. The classes can walk to the club from the schools currently. Relocating the club to the proposed location makes our facilities inaccessible for the existing schools, teachers and school children of Confey. The existing schools do not have the use of or access to alternative pitches or green space within the existing Confey area.

The new proposal shifts the club 800 metres away to the periphery of the new developed community. It would be a minimum of 8-10 years before any children of new families from new homes would be playing members of our club. So why would we move further away from our established community?

With the development of a new neighbourhood hub and the potential commercial units that may be built we would be concerned for the commercial viability of our club bar, if units were identified as potential licensed premises. We have employees in Confey GAA and we are cognisant of our duty to keep them in paid employment.

The existing community of Confey, our GAA members and all our community groups who access the facility, are not in favour of the club moving. Confey GAA will be staying in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring to the area.

Regards,

Confey GAA Club Executive 2018/19.

Name	Alison, O'Neill
Enter your submission here	Protect saint Catherines Park, do not allow a road be built through it. Use common sense and use a road that already exists at Kellystown Lane to link the N 4 and N 3. Dont let anyone ruin a huge asset to Leixlip and Lucan in saint Catherines park

Name	Ann, Lawless
Enter your submission here	To Whom It May Concern, We, the club executive of Confey GAA, would like to lodge our concerns about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. We acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to. The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey. Confey GAA Club see the benefits of development in Confey for our club's membership. We are experiencing problems with volunteering at coaching level and a loss of involvement of our senior players when they retire from playing. There is no affordable housing in Confey and they must move further away. We ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. We ask that these homes are affordable for the younger residents of the community to put down roots and raise families. Every club wants more players but Confey GAA Club is unique in that we compete at senior level in Hurling, Football and Ladies and we struggle for pitch space for these three senior teams. Added to that we have â€œBâ€ teams and an excellent juvenile structure already in place. We have access to a pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community. Confey GAA would require additional playing fields adjacent to our current location to serve any growth in the existing community and playing numbers. On the issue of the club's relocation in the plan we would like it noted that Confey GAA club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility. Confey GAA is a community club and we facilitate many community groups (basketball, old folks meeting, bridge club, winter cards, darts club, pool club, Irish dancing, set dancing). The club was founded in 1989 as people living in this community were spending far too much time stuck in their cars trying to make their way to play with Leixlip GAA. The traffic was very heavy at the time and we are experiencing similar traffic congestion now. The club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic. Practically all our members, playing members, mentors, social and juvenile live within walking distance from the club and we encourage them to walk or cycle. Confey schools (San Carlo and Confey College) utilise our pitches and facilities for matches, sports days, active school week etc. The classes can walk to the club from the schools currently. Relocating the club to the proposed location makes our facilities inaccessible for the existing schools, teachers and school children of Confey. The existing schools do not have the use of or access to alternative pitches or green space within the existing Confey area. The new proposal shifts the club 800 metres away to the periphery of the new developed community. It would be a minimum of 8-10 years before any children of new families from new homes would be playing members of our club. So why would we move further away from our established community?

With the development of a new neighbourhood hub and the potential commercial units that may be built we would be concerned for the commercial viability of our club bar, if units were identified as potential licensed premises. We have employees in Confey GAA and we are cognisant of our duty to keep them in paid employment.

The existing community of Confey, our GAA members and all our community groups who access the facility, are not in favour of the club moving. Confey GAA will be staying in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring to the area.

Regards,

Confey GAA Club Executive 2018/19.

Name

Geraldine, O'Brien

Enter your submission here

To Whom it may concern,

I would like to lodge my concerns about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. I acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to.

The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey.

I ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. We ask that these homes are affordable for the younger residents of the community to put down roots and raise families.

Every club wants more players but Confey GAA Club is unique in that we compete at senior level in Hurling, Football and Ladies and we struggle for pitch space for these three senior teams. Added to that we have â€œBâ€ teams and an excellent juvenile structure already in place. We have access to a pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community. Confey GAA would require additional playing fields adjacent to our current location to serve any growth in the existing community and playing numbers.

On the issue of the Confey gaa club's relocation in the plan i would like it noted that as a Confey Gaa member I am disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility.

Confey GAA is a community club and they facilitate many community groups (basketball, old folks meeting, bridge club, winter cards, darts club, pool club, Irish dancing, set dancing). The club was founded in 1989 as people living in this community were spending far too much time stuck in their cars trying to make their way to play with Leixlip GAA. The traffic was very heavy at the time and we are experiencing similar traffic congestion now. The club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic. Practically all our members, playing members, mentors, social and juvenile live within walking distance from the club and we encourage them to walk or cycle.

Confey schools (San Carlo and Confey College) utilise our pitches and facilities for matches, sports days, active school week etc. The classes can walk to the club from the schools currently. Relocating the club to the proposed location makes our facilities inaccessible for the existing schools, teachers and school children of Confey. The existing schools do not have the use of or access to alternative pitches or green space within the existing Confey area.

The new proposal shifts the club 800 metres away to the periphery of the new developed community. It would be a minimum of 8-10 years before any children of new families from new homes would be playing members of our club. So why would we move further away from our established community?

The existing community of Confey, our GAA members and all our community groups who access the facility, are not in favour of the club moving. Confey GAA will be staying in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring to the area.

Regards,
Geraldine O'Brien

Name

Annette, Walsh

Enter your submission here

I hereby submit my objection and concerns in relation to both the Black Avenue and Celbridge Road East development plan.

As a resident of Leixlip Confey for more than 30 years I feel I have a right to a voice and representation to the councillors who serve my community and its environs. I am horrified to find that not only is the council in breach of a Ministerial decision dated 6th March 2018, but it has also included previous Key Development Areas that were removed from the last Local Area Plan. Key issues with the LAP are:

1) The policy to provide 3315 new housing units in Leixlip. This is being achieved by increasing housing unit densities at Key Development Areas and inserting new Key Development Areas into the Plan without any documented reasoning behind these decisions.
2) The actual delivery of the target may extend beyond the life of the plan, up to 2029.
3) The LAP fails to provide a Master Plan as directed by ministerial order.
4) Key Development Areas that were removed from the last Local Area Plan by unanimously backed Material Alterations have been included.
5) Previous objective removed from Plan - '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.' In a complete "U" turn the council is now in fact proposing a road into the park to facilitate a major housing development at Black Avenue.

I cannot understand why Kildare County Council are proposing to build more houses on existing green recreational areas (e.g., Confey GAA lands which have been developed by the residents!), putting roads through an existing park and not giving any consideration to protecting our local natural environment which is enjoyed by

	so many local people. This does not make sense unless you are a developer who will benefit from the mass production of sprawling estates with no proper access or infrastructure. No one wants to live in a place like that. I feel that Confey will be swallowed up and merged into Meath if the development goes ahead as proposed and without any properly funded planning. Currently, the local transport system is bulging at the seams and will certainly not be able to cope with the added numbers of commuters who will potentially live here or in Kilcock and Maynooth. Already there is huge congestion on the N4 and surrounding roads and railway system i.e. Confey with the development of extra homes in Kilcock and Maynooth. I dread to think what the resultant traffic congestion will be like following even more poorly planned development. The heart has been taken out of Lucan with poorly planned development in places such as Adamstown, etc resulting in a massive sprawl of development from Lucan to Clondalkin. I do not want this for my area and my family deserves a decent, accessible place to live with fully functioning and maintained water, waste and power supply. My family deserve a town they can be proud of which looks after its natural and beautiful amenity areas. Rather than building more houses and putting more pressure on existing services my community would be better served by the following which have never been provided in all the years I have lived in Confey: a swimming pool. A civil building with theatre or performance space. Homes for the elderly/retired – 25% of Leixlip population are 55+ Affordable homes/Social housing which can be accessed but not by destroying existing parkland and amenity areas. A Sensory Garden. Charging points for electric vehicles. Adequate additional parking in the village and train stations Maintenance of existing estates and green areas I am convinced that this is a developer led plan which is not in my or my family's best interests. My councillors are elected to provide the best environment in which my family and I can live and I expect elected representatives to hear my concerns and act accordingly.
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File Upload	Celbridge_Road_East_submission_Final.docx
Name	Helen, Cullen
Enter your submission here	Totally against a road disrupting Catherine’s Park.
Name	Joan, Foy
Enter your submission here	With the plan to build up to 3000 houses, I feel that the current road infrastructure will not be able to cope with the increased volume of traffic that will inevitably result from this. In particular, the current construction that is underway to build 400 houses at the Wonderful Barn site has only one proposed entrance which in my view will have severe consequences for the people living in Elton Court where many residents, myself included, have been living for the past 40 years

Name	Maria, Fallon
Enter your submission here	To Whom It May Concern, We, the club executive of Confey GAA, would like to lodge our concerns about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. We acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to. The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey. Confey GAA Club see the benefits of development in Confey for our club's membership. We are experiencing problems with volunteering at coaching level and a loss of involvement of our senior players when they retire from playing. There is no affordable housing in Confey and they must move further away. We ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. We ask that these homes are affordable for the younger residents of the community to put down roots and raise families. Every club wants more players but Confey GAA Club is unique in that we compete at senior level in Hurling, Football and Ladies and we struggle for pitch space for these three senior teams. Added to that we have â€œBâ€ teams and an excellent juvenile structure already in place. We have access to a pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community. Confey GAA would require additional playing fields adjacent to our current location to serve any growth in the existing community and playing numbers. On the issue of the club's relocation in the plan we would like it noted that Confey GAA club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility. Confey GAA is a community club and we facilitate many community groups (basketball, old folks meeting, bridge club, winter cards, darts club, pool club, Irish dancing, set dancing). The club was founded in 1989 as people living in this community were spending far too much time stuck in their cars trying to make their way to play with Leixlip GAA. The traffic was very heavy at the time and we are experiencing similar traffic congestion now. The club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic. Practically all our members, playing members, mentors, social and juvenile live within walking distance from the club and we encourage them to walk or cycle. Confey schools (San Carlo and Confey College) utilise our pitches and facilities for matches, sports days, active school week etc. The classes can walk to the club from the schools currently. Relocating the club to the proposed location makes our facilities inaccessible for the existing schools, teachers and school children of Confey. The existing schools do not have the use of or access to alternative pitches or green space within the existing Confey area. The new proposal shifts the club 800 metres away to the periphery of the new developed community. It would be a minimum of 8-10 years before any children of new

families from new homes would be playing members of our club. So why would we move further away from our established community?

With the development of a new neighbourhood hub and the potential commercial units that may be built we would be concerned for the commercial viability of our club bar, if units were identified as potential licensed premises. We have employees in Confey GAA and we are cognisant of our duty to keep them in paid employment.

The existing community of Confey, our GAA members and all our community groups who access the facility, are not in favour of the club moving. Confey GAA will be staying in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring to the area.

Regards,

Name	Paul, Foy
Enter your submission here	Having read the Local Area Plan for Leixlip, I have a concern that the infrastructure will not be able to cope with what is being proposed in the Plan. I am speaking in terms of roads, water, drainage, electricity and especially sewage.

Name	Alison, Anderson
Enter your submission here	Object

Name	Eddie, Ryan
Enter your submission here	To Whom It May Concern, I would like to lodge our concerns about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. We acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to. The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite

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I do see the benefits of development in Confey for our community. We are experiencing problems our children having to move away from Confey as there is no affordable housing in Confey and they must move further away. I ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. I ask that these homes are affordable for the younger residents of the community to put down roots and raise families.

On the issue of the Confey GAA club's relocation in the plan we would like it noted that I as a member of Confey GAA club was disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility.

Confey GAA is a community club and facilitate many community groups (basketball, old folks meeting, bridge club, winter cards, darts club, pool club, Irish dancing, set dancing). The club was founded in 1989 as people living in this community were spending far too much time stuck in their cars trying to make their way to play with Leixlip GAA. The traffic was very heavy at the time and we are experiencing similar traffic congestion now. The club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic. Practically all our members, playing members, mentors, social and juvenile live within walking distance from the club and we encourage them to walk or cycle.

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The existing community of Confey, our GAA members and all our community groups who access the facility, are not in favour of the club moving. Confey GAA will be staying in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring to the area.

Regards

Eddie Ryan

Concerned Confey Resident

Name	Alan, OBrien
Enter your submission here	To Whom it may concern, I would like to lodge my concerns about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. I acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to. The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey. I ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. We ask that these homes are affordable for the younger residents of the community to put down roots and raise families. Every club wants more players but Confey GAA Club is unique in that we compete at senior level in Hurling, Football and Ladies and we struggle for pitch space for these three senior teams. Added to that we have â€œBâ€ teams and an excellent juvenile structure already in place. We have access to a pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community. Confey GAA would require additional playing fields adjacent to our current location to serve any growth in the existing community and playing numbers. On the issue of the Confey gaa club's relocation in the plan i would like it noted that as a Confey Gaa member I am disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility. Confey GAA is a community club and they facilitate many community groups (basketball, old folks meeting, bridge club, winter cards, darts club, pool club, Irish dancing, set dancing). The club was founded in 1989 as people living in this community were spending far too much time stuck in their cars trying to make their way to play with Leixlip GAA. The traffic was very heavy at the time and we are experiencing similar traffic congestion now. The club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic. Practically all our members, playing members, mentors, social and juvenile live within walking distance from the club and we encourage them to walk or cycle. Confey schools (San Carlo and Confey College) utilise our pitches and facilities for matches, sports days, active school week etc. The classes can walk to the club from the schools currently. Relocating the club to the proposed location makes our facilities inaccessible for the existing schools, teachers and school children of Confey. The existing schools do not have the use of or access to alternative pitches or green space within the existing Confey area. The new proposal shifts the club 800 metres away to the periphery of the new developed community. It would be a minimum of 8-10 years before any children of new families from new homes would be playing members of our club. So why would we move further away from our established community? The existing community of Confey, our GAA members and all our community groups who access the facility, are not in favour of the club moving. Confey GAA will be

staying in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring to the area.

Regards,
Alan O'Brien

Name	Mary, Mc Carthy
Enter your submission here	To Kildare County Council, Please reconsider the propsed plans for Leixlip and Confey area. I have lived here my whole life, and in my 85 years, I have seen many changes and developments, lots for the good, and some not so, but this Draft plan for 2020-2026 is the most worrying and thoughtless plan I have ever seen. Have you been through Leixlip village any morning or evening? It is caos, and to think you are planning on building over 3000 more houses, with no proper improvement to infastructure is frightening and frustrating. How do you think eveyone is going to able to get to work, school, the shops or wherever they need to go? It is already a bottle neck at rush hour times. I oppose the zoning of the lands in Confey and Black Avenue for residential development due to no current public transport route and no road network. In addition, the proposal provides a negative impact on a green and safe access for pedestrian and cyclists using St. Catherine's Park through increased traffic volumes. The Planning Department consulted with the Roads and Transportation Department which informed the assessment and infrastructural needs within the plan area. It was noted in the completion of the Sustainable Planning and Infrastructural Assessment dated 30 th May 2019, the level of congestion in Leixlip with particular reference to Main Street and Mill Lane Junction. This proposed development will further exacerbate the traffic congestion to Main Street. The Fire Station is located in Mill Lane so there is an added concern of the impact of this proposed residential development to the emergency services response times due to the increased traffic congestion which is unacceptable. The delivery schedule detailed on the Draft Leixlip LAP 2020-2026 for the completion of the various infrastructure to include Roads and Transportation, water and waste water etc; for Black Avenue KDA is from year 4 to 6 years plus. The lifetime of this Draft Leixlip LAP is six years. In order to comply with the National Planning Framework guidelines with specific reference to National Policy Objective 72c "When considering zoning land for development purposes that cannot be serviced within the life of the relevant plan, such lands should not be zoned for development". Therefore, Black Avenue KDA is contravening this objective and is another valid reason why these lands should not be zoned for residential development. As for Confey, to date, no detailed masterplan has been prepared for the lands located in Confey which is what all the residents has been awaiting for the last two years as detailed by the many submissions received relating to the last Draft Leixlip LAP 2017-2023 and expressed by the councillors at the Material Alterations stage and hence, the result of the vote was no zoning of these lands back on 20 th November 2017. The Urban Design Framework Document is a preliminary design guide for the future development of these lands. It is not a masterplan. No lands in Confey should be zoned residential until a detailed masterplan is prepared for Confey and fully agreed with Kildare County Council subject to public consultation and in agreement with the Elected Members of Leixlip / Celbridge Municipal District prior to the granting of any planning permission on these lands. The masterplan must accord to the site specific objectives identified in this Draft Leixlip LAP 2020-2026 as well as relevant site

development standards set out in the County Development Plan.
Our lovely little village will be destoyed with all this building and no forward and balanced thought given to the residents already living here.
I am disappointed in Kildare County Council and your careless regard for Leixlip and Confey residents. It is not too late for you to slow down, and make a more considerate and careful draft plan for our area, instead of this ridiculous and thoughtless one. With all your education and experience, I would think you could come up with something better for us, our community and our future .
Many thanks for your time in reading my objections, and I hope you will have the manners to reply to me, not like the last time I wrote to you in 2017, and no one had the courtest to reply.
Kind regards,
Mary Mc Carthy

Name	Louise, Mulligan
Enter your submission here	Please do not build a Bridge through St Catherine's Park it will absolutely ruin the park, environment. It is a fantastic Green amenity and should be preserved. Alternative location for the road should be found.

Name	Anne, O'Boyle
Enter your submission here	To Whom It May Concern, We, the club executive of Confey GAA, would like to lodge our concerns about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. We acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to. The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey. Confey GAA Club see the benefits of development in Confey for our club's membership. We are experiencing problems with volunteering at coaching level and a loss of involvement of our senior players when they retire from playing. There is no affordable housing in Confey and they must move further away. We ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. We ask that these homes are affordable for the younger residents of the community to put down roots and raise families. Every club wants more players but Confey GAA Club is unique in that we compete at senior level in Hurling, Football and Ladies and we struggle for pitch space for these three senior teams. Added to that we have â€œBâ€ teams and an excellent juvenile structure already in place. We have access to a pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club

to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community. Confey GAA would require additional playing fields adjacent to our current location to serve any growth in the existing community and playing numbers.

On the issue of the club's relocation in the plan we would like it noted that Confey GAA club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility.

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The new proposal shifts the club 800 metres away to the periphery of the new developed community. It would be a minimum of 8-10 years before any children of new families from new homes would be playing members of our club. So why would we move further away from our established community?

With the development of a new neighbourhood hub and the potential commercial units that may be built we would be concerned for the commercial viability of our club bar, if units were identified as potential licensed premises. We have employees in Confey GAA and we are cognisant of our duty to keep them in paid employment.

The existing community of Confey, our GAA members and all our community groups who access the facility, are not in favour of the club moving. Confey GAA will be staying in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring to the area.

Name	John, Downey
Enter your submission here	To Whom It May I, John Downey, would like to lodge our concerns about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. We acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to. The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and

Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey.

I can see the benefits of development in Confey including more Gaa club members, more shop choices etc. However we ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. We ask that these homes are affordable for the younger residents of the community to put down roots and raise families.

As a member of Confey GAA club I wish to strongly object to the development proposed for the club grounds. Every club wants more players but Confey GAA Club is unique in that we compete at senior level in Hurling, Football and Ladies and we struggle for pitch space for these three senior teams. Added to that we have senior B teams and an excellent juvenile structure already in place. We have access to a pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community. Confey GAA would require additional playing fields adjacent to our current location to serve any growth in the existing community and playing numbers.

On the issue of the club's relocation in the plan we would like it noted that as a member of i was disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility.

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The new proposal shifts the club 800 metres away to the periphery of the new developed community. It would be a minimum of 8-10 years before any children of new families from new homes would be playing members of our club. So why would we move further away from our established community?

I am not in favour of Confey GAA club moving. Confey GAA should stay in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring to the area.

Regards,

John Downey

Name Robert, Mc Carthy

Enter your submission here	As a resident of Confey for almost 50 years, the Draft Area plan for Leixlip 2020-2016 is a huge concern for us. The proposed over 3000 new houses, and no proper infastructure improvements to accompany these is very worrying. How do you think the already conjested roads of Confey and Leixlip will cope with all the extra traffic? The Urban Design Framework Document is a preliminary design guide for the future development of these lands. It is not a masterplan. No lands in Confey should be zoned residential until a detailed masterplan is prepared for Confey and fully agreed with Kildare County Council subject to public consultation and in agreement with the Elected Members of Leixlip / Celbridge Municipal District prior to the granting of any planning permission on these lands. The masterplan must accord to the site specific objectives identified in this Draft Leixlip LAP 2020-2026 as well as relevant site development standards set out in the County Development Plan. Our democratically elected Councillors for the entire Kildare region voted on the last Draft Lexlip LAP 2017 -2023 in July 2017 and the Planning Authority adopted the Leixlip LAP 2017-2023 on the 20 th November 2017, the results from the voting taken by councillors on the material alterations would have delivered circa 2,800 new dwellings for Leixlip (including Confey based on the preparation of a Masterplan and brought forward for adjudication etc;) which would have facilitated further development in a sustainable manner. It is vital that the provision of additional housing in Leixlip is delivered in a way that is not detrimental to the fabric and character of Leixlip and therefore seeking a well-balanced plan for the successful development of Leixlip into the future is imperative. I would appeal to your good sense and judgement to reconsider these proposals. There has to be a more measured and balanced plan for our area, and North Kildare. Many thanks for your time in reading my submission, and I look forward to hearing from you soon. Kind regards, Robert Mc Carthy
Name	Sean, Buckley
Enter your submission here	To Whom It May Concern, We, the club executive of Confey GAA, would like to lodge our concerns about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. We acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to. The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey. Confey GAA Club see the benefits of development in Confey for our club's membership. We are experiencing problems with volunteering at coaching level and a loss of involvement of our senior players when they retire from playing. There is no affordable housing in Confey and they must move further away. We ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. We ask that these homes are affordable for the younger residents

of the community to put down roots and raise families.

Every club wants more players but Confey GAA Club is unique in that we compete at senior level in Hurling, Football and Ladies and we struggle for pitch space for these three senior teams. Added to that we have â€œBâ€ teams and an excellent juvenile structure already in place. We have access to a pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community. Confey GAA would require additional playing fields adjacent to our current location to serve any growth in the existing community and playing numbers.

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The new proposal shifts the club 800 metres away to the periphery of the new developed community. It would be a minimum of 8-10 years before any children of new families from new homes would be playing members of our club. So why would we move further away from our established community?

With the development of a new neighbourhood hub and the potential commercial units that may be built we would be concerned for the commercial viability of our club bar, if units were identified as potential licensed premises. We have employees in Confey GAA and we are cognisant of our duty to keep them in paid employment.

The existing community of Confey, our GAA members and all our community groups who access the facility, are not in favour of the club moving. Confey GAA will be staying in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring to the area.

Regards,

Confey GAA Club Executive 2018/19.

Name Rodger, Quinn

Enter your I would like to lodge a concern about the Confey Urban Design Framework and the Draft Area Plan for Leixlip, specifically the proposed development in Confey. We

submission here

acknowledge that there may be a housing crisis in the greater Dublin area but it is not in the best interest of Leixlip/Confey to develop housing on a rapid and large scale to meet the demands of national interest. Any development needs to be planned correctly with appropriate infrastructure in place and with the desired objective to be a model community development that other areas can aspire to.

The strategic transport assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire LAP. The proposed works to Cope Bridge will worsen traffic congestion for residential areas located east and west of Captain's Hill. It will negatively impact on the access for residents in and from their estates. The plan does not adequately factor in the impact of the major expansion of Intel on water, sewage or transport infrastructure. The draft plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and public transport systems. The scale of the plan does not harmonise with or enhance the existing built and natural environment of Confey.

Confey GAA Club see the benefits of development in Confey for our club's membership. We are experiencing problems with volunteering at coaching level and a loss of involvement of our senior players when they retire from playing. There is no affordable housing in Confey and they must move further away. We ask that the scale of this planning for Confey be altered to a level that matches the actual demand for our community. We ask that these homes are affordable for the younger residents of the community to put down roots and raise families.
Every club wants more players but Confey GAA Club is unique in that we compete at senior level in Hurling, Football and Ladies and we struggle for pitch space for these three senior teams. Added to that we have â€œBâ€ teams and an excellent juvenile structurealready in place. We have access to a pitch in St. Catherine's Park but this still does not alleviate the problem of lack of playing space. To add more housing to the area of Confey would pose a considerable difficulty for the club to cater for these new families and so it is important that more pitches are allocated to clubs servicing the new members of the community. Confey GAA would require additional playing fields adjacentto our current location to serve any growth in the existing community and playing numbers.

On the issue of the club's relocation in the plan we would like it noted that Confey GAA club members were disgusted and angered by the statement in the draft development plan stating that the land on which Confey GAA is built is underutilized, considering all the activity that takes place in Creighton Park, considering the success we have as a club, the amount of life skills we hand down to our juvenile and adult players, the use of the facility for many community groups and the efforts of the GAA community in coming together in Confey and establishing such a fine facility.
Confey GAA is a community club and we facilitate many community groups (basketball, old folks meeting, bridge club, winter cards, darts club, pool club, Irish dancing, set dancing). The club was founded in 1989 as people living in this community were spending far too much time stuck in their cars trying to make their way to play with Leixlip GAA. The traffic was very heavy at the time and we are experiencing similar traffic congestion now. The club was established in its current location so that our members, particularly our juvenile members, could walk in safety to training and games without having to negotiate the ever increasing traffic. The new proposal would bring more traffic. Practically all our members, playing members, mentors, social and juvenile live within walking distance from the club and we encourage them to walk or cycle.

Confey schools (San Carlo and Confey College) utilise our pitches and facilities for matches, sports days, active school week etc. The classes can walk to the club from the schools currently. Relocating the club to the proposed location makes our facilities inaccessible for the existing schools, teachers and school children of Confey. The existing schools do not have the use of or access to alternative pitches or green space within the existing Confey area.

The new proposal shifts the club 800 metres away to the periphery of the new developed community. It would be a minimum of 8-10 years before any children of new families from new homes would be playing members of our club. So why would we move further awayfrom our established community?
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With the development of a new neighbourhood hub and the potential commercial units that may be built we would be concerned for the commercial viability of our club bar, if units were identified as potential licensed premises. We have employees in Confey GAA and we are cognisant of our duty to keep them in paid employment.

The existing community of Confey, our GAA members and all our community groups who access the facility, are not in favour of the club moving. Confey GAA will be staying in its current location where it is best placed to serve the local and existing community and in time we can serve any members that new development may bring to the area.

Regards,
Rodger Quinn

Name	Jennifer, Ruane
Enter your submission here	Please see attachments. I strongly urge KCC to stop the ruin of Leixlip. We cannot have such excessive development take place without it leading to detrimental effects for the town itself and the mental well-beingnof it's current inhabitants. Unfortunately I am unable to

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2) The actual delivery of the target may extend beyond the life of the plan up to 2029 therefore setting out up to ten years construction traffic and work in our town.

3) We should not be rezoning land that won't be developed within the lifecycle of this LAP.

4) The LAP fails to provide a Master Plan as directed by ministerial order.

5) Key Development Areas that were removed from the last Local Area Plan by unanimously backed Material Alterations have been included again without any reasoned argument to support same.

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6) Previous objective removed from Plan - '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.' In a complete "U" turn the LAP is now in fact proposing a road into the park to facilitate a major housing development at Black Avenue. This change is despite 1021

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In addition, nothing included to deal with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC.

8. The National Planning Framework states that development will be achieved through infill and Brownfield development rather that an over-reliance on greenfield, edge of town development. The LAP as proposed does the opposite. We have a large Brownfield option at the HP site that should be used to resolve the current and future housing requirements of the town. This site already also has access to the motorway system.

9. The failure to deal with existing problems within the town and provide the required infrastructure upgrades in advance of any new development shows total lack of appreciation of the current problems the town faces and disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments.

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11. Any plan for Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification.

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12. In all instances once the developers get planning permission they will look to increase the densities to the max and therefore the total numbers are underestimated. In reality the combined new build will double the size of the residential areas in north Kildare. The numbers in the plan are very misleading in regard to the actual size of the development. The current situation at Wonderful barn and Westfield are live examples of this type of developer opportunism.

13. 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.

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14. 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.

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16. The towns historical / future flooding risks have been clearly identified. The LAP has no on-site flood risk analysis completed. No criteria offered to show what scale or nature of a development will warrant an on-site flood risk analysis.

Name	paul, gill
Enter your submission here	I strongly object to the plan to build additional housing in the leixlip area especially though Catherine's park

Name	Allan, Stewart
Enter your submission here	As a resisdent of Confey, and living on Captain's hill, I really do object to the proposed developement of the lands north of the canal as indicated on the Leixlip LAP. The traffic on the hill is already at breaking point. Trying to leave the estates of Confey during morning rush hours is already incredably difficult. Adding 1000+ new properties north of this will make things considerably worse. There is on measures called out in the plan to address this increased traffic. The 'car ownership' numberes mentioned are no where near accurate. The favoured route in the transport plan (which is not funded) calls for a new road to go through land owned by a private company (Intel) which is in the process of expanding as it is. The only real possible solution is a horrible one, a road through St Cathrines Park. There mention in the plan of an improvement to the rail infastructure before these lands are developed, but no mention of what constitues an "improvement". The rail network is already massively insufficient. Getting a seat on any of the early morning trains is already practially impossible. The proposed addition of 300+ properties in east Leixlip, near the black lane is also a disgrace. Building a ring road through the lower part of the part is a massive mistake. This the the most prized asset of all Leixlip folks, everything should be done by ye, the representitives of the Leixlip population to protect it at all costs. Not to mention, the impact this developement will have on the traffic in Leixlip village. During rush hour, traffic entering Leixlip village can already extend back towards the N4 trying to get through the traffic lights and up Captain's Hill. Adding a new busy junction at the old ESB will add to this nightmare. For anyone who uses Cerlbridge/Maynooth frequently, it is clear that these trafic issues fundamentally damage small towns. DON'T MAKE LEIXLIP the next mistake.

Name	John, Heraty
Enter your submission here	Look you can not cripple the town for a decade to further enrich a few property developers .Expect serious electoral backlash and even civil disobedience if the tow is brought to a standstill .Watsr angels trical systems already at breaking point ...

Name	Naomi, Malone
Enter your submission here	Disagree with any and all plans relating to any plans that would increase a traffic presence onto an already congested small lane in which the emergency services need 24/7 unrestricted access to. Planning any developments in the greenery in the area would infer greatly with this.

Name	Aoife, Gaffney
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• Adequate parking in the village, train stations or the proposed new Confey development.
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17. The proposed expansion of housing in particular is completely out of line with the actual local demand.

18. The cost of the housing units in this LAP will make the vast majority of the properties on offer outside the reach of the local population.

19. The LAP is being proposed to solve a housing issue in Dublin by putting a disproportionate housing expansion into one of the finest towns in county Kildare.

20. 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. The LAP is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Leixlip.

21. This proposed LAP does not respect the setting of the subject lands both in terms of design and scale.

22. This proposed LAP opens up the possibility of further encroachment into the adjacent farmlands, parks and private estates for future development.

23. 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.

24. The LAP will destroy a Strategic Open Spaces that forms part of the green corridors in Leixlip and the surrounding area.

25. This proposed LAP will destroy 'Key' Green Infrastructure areas (as well as their associated habitats) in our town.

26. Many of the areas original features – trees, hedgerows and grasslands are being removed in this plan which is contrary to the council's own policies.

27. The LAP provides no road links to M4 or M3 and no plans in place to deliver same.

28. The combined additional traffic from this LAP will bring up to 5000 additional vehicles on to the local streets which are already experiencing traffic congestion at peak commute times and school start and finish times.

29. The LAP will have very negative impact on traffic flow through Main Street and all the local road network in the Leixlip area.

30. This LAP will cause massive increases in pollution and increased noise levels in our town.

31. The draft LAP only provides a preliminary design guide for the future development of lands. The requirement by ministerial order is to provide a master plan.

32. The LAP proposes pedestrian/cycle rotes through out the town. The design and scale are unknown. The knock-on effect on existing residents will be very negative creating a flow of activity into settled residential areas that is unwanted and provides no benefit to the people living in these areas. These proposals will also result in loss of green areas to path / cycle ways. The overlooking of existing homes in close proximity is also a serious issue for residents. No proposal should be considered that facilitates anti-social behaviors and easier entrance and exit for criminals to the existing residential areas bordering the proposed new development areas.

33. The LAP will have negative impact on residents in existing estates as they are exposed to through pedestrian and cycle traffic from new developments which is being routed through their estates. This will completely alter the current environment in which residents have been living for many years and undermine their property values and way of life.

34. This LAP will have a very negative impact of the value of existing properties as it will offer new incentivized alternatives to persons looking to move into the town thereby undermining the value of existing secondhand homes which are subject to stamp duty.

35. Ministerial decision 6th Mar 2018 - "The revised Draft Leixlip Local Area Plan shall be published not later than 6 months following the issuing of a Direction." Provided more than a year later – Breach of timeframe so the council are in fact operating ultra vires.

36. The draft LAP proposes phasing/sequencing programme to enable & ensure adequate infrastructure is provided alongside new development. The actual detail in the draft provides no assurance that this development will in fact take place in tandem with the required infrastructure being put in place.

37. Lands will be reserved for the provision of various facilities with no commitment to actually provide anything.

38. Previous experience tells us that the housing element which is developer funded will be constructed and the new community will then have to fight a rear guard action for decades to get the required infrastructure to match the needs. This is totally unacceptable.

39. Multiple infrastructural aspirations are included with no firm commitment of funding identified to deliver same. The plan itself clearly identifies a key to achieving the delivery in a coherent and sustainable manner is the timely delivery of critical supporting infrastructure. The LAP without a guaranteed funding steam is unfortunately not a plan that can deliver this infrastructure, its simply a wish list.

40. The LAP is "Encouraging a strong night time economy and presence of residents outside of work hours". Leixlip is a residential area that has very limited night time activity outside of the main street. Residents generally wish to go to bed at night. Why do the planners think we need strong night time activity and residents on the streets at night. This is not Paris. Leixlip is a town that people live and work in and no demand is evident to turn it into the "Temple Bar" of Kildare with all its associated antisocial problems.

41. This plan does not harmonise with or enhance the existing built and natural environment of Leixlip.

42. The required compulsory purchase of long term residents homes to facilitate the new street does not even warrant a mention and will be resisted strongly by both the individual families and residents generally.

43. The availability of trains, the capacity of the rolling stock , the frequency of the trains , the usage levels that are currently in play and are all matters that are straining the existing train service. People will only use trains if they are available, comfortable, on time, travelling to locations they wish to go, clean, have adequate seating, high quality WIFI, are priced competitively, within short walking distance of their homes and facilitated by adequate free parking. The current and proposed future situation meets none of the criteria that will encourage and ensure high volume usage of the rail service.

44. The park and ride facility will not be close enough to the train station to encourage use particularly during inclement weather. To have a max 50 spaces is ridiculous and an area of at least 400 spaces would be required. Currently train users are parking outside peoples homes in Glendale and other adjacent estates from early morning until late evening. which is the source of ongoing inconvenience to the residents.

45. The plan does not provide the conservation plans for archaeology sites of interest in the town.

46. The future expansion of the Dart will not be within the timeframe of the development plan and therefore no development based on an upgraded high quality train service should proceed until the completion of the upgraded service.

47. The LAP is proposing development at a scale and height that is totally out of line with the character, current built and natural landscape in our town.

48. The lack of commitment in the documentation is a major problem that undermines the entire plan. The suggestion is that (LAP) & (UDF) must work simultaneously in order to improve access to this new development area and the wider Leixlip area as part of the future development of the strategic road network for the entire area. Unless the road and other network is committed or in place to allow more development proceed will be disastrous for the town and the entire area.

49. Some elements in the Leixlip Local Area Plan are regarded to give rise to
adverse effects on the integrity of European Sites.

50. The LAP suggests a minor extension to the south and west c. 1 acre of our existing cemetery. I submit this has no merit the until the problem of flooding is rectified.

51. The LAP includes new public parks. This could be welcomed but we already have issues with the maintenance and upkeep of St. Catherine's Park. These issues are unresolved with after 20yrs where is funding for the upkeep of these new parks.

52. The LAP identifies serious potential impacts to
• Rye Water Valley

• Disturbance to habitats and species associated with the Rye Water
• River Liffey pNHA through habitat loss and disturbance
• Underlying hydrological conditions and tufa springs

53. The KCC SEA Environmental Report indicates the LAP has potential
significant negative effects on
• local services and utilities- such as water supply and wastewater infrastructure and electricity demand.
• air quality, noise and climate- due to increased emissions & pollution
• features of archaeological and architectural heritage,
• biodiversity, ecological, land and soil
• the environment
• human health & amenities

54. The back land regeneration off the main street should be used to solve the towns
parking deficit, provide a primary care centre and locate some homes for the
elderly.

55. The provisions for childcare are totally unsatisfactory for either the current of
future population of the town.

56. Future present and generations will thank Kildare County Councillors for taking on board the genuine concerns of the Leixlip population and altering this Draft plan to bring the scale of this development to a level that matches the actual demand for our town and not the greater Dublin area. We need to provides realistic possibility of the next generation of Leixlip natives acquiring homes in our town. Building homes that are unaffordable will do nothing to help the younger residents of this area should they decide to put down roots in our town.

57. I submit that should any development go ahead no construction traffic is allowed use the Captains Hill or Celbridge roads.

58. In summary the requirement for Leixlip is to have a plan that deals with the issues already facing the town as its 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. Leixlip is a beautiful place that is very sought after as a location for people to live. Its 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 communities natural expansion requirements not aim at a number just to satisfy a strategic policy that is very distant from the residents of Leixlip who are the primary stakeholders in our town.

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14. 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.

15. MT1.4 No ecological analysis has been completed on the effects of this LAP.

16. The towns historical / future flooding risks have been clearly identified. The LAP has no on-site flood risk analysis completed. No criteria offered to show what scale or nature of a development will warrant an on-site flood risk analysis.

17. The proposed expansion of housing in particular is completely out of line with the actual local demand.

18. The cost of the housing units in this LAP will make the vast majority of the properties on offer outside the reach of the local population.

19. The LAP is being proposed to solve a housing issue in Dublin by putting a disproportionate housing expansion into one of the finest towns in county Kildare.

20. 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. The LAP is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Leixlip.

21. This proposed LAP does not respect the setting of the subject lands both in terms of design and scale.

22. This proposed LAP opens up the possibility of further encroachment into the adjacent farmlands, parks and private estates for future development.

23. 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.

24. The LAP will destroy a Strategic Open Spaces that forms part of the green corridors in Leixlip and the surrounding area.

25. This proposed LAP will destroy ‘Key’ Green Infrastructure areas (as well as their associated habitats) in our town.

26. Many of the areas original features – trees, hedgerows and grasslands are being removed in this plan which is contrary to the council’s own policies.

27. The LAP provides no road links to M4 or M3 and no plans in place to deliver same.

28. The combined additional traffic from this LAP will bring up to 5000 additional vehicles on to the local streets which are already experiencing traffic congestion at peak commute times and school start and finish times.

29. The LAP will have very negative impact on traffic flow through Main Street and all the local road network in the Leixlip area.

30. This LAP will cause massive increases in pollution and increased noise levels in our town.

31. The draft LAP only provides a preliminary design guide for the future development of lands. The requirement by ministerial order is to provide a master plan.

32. The LAP proposes pedestrian/cycle rotes through out the town. The design and scale are unknown. The knock-on effect on existing residents will be very negative creating a flow of activity into settled residential areas that is unwanted and provides no benefit to the people living in these areas. These proposals will also result in loss of green areas to path / cycle ways. The overlooking of existing homes in close proximity is also a serious issue for residents. No proposal should be considered that facilitates anti-social behaviors and easier entrance and exit for criminals to the existing residential areas bordering the proposed new development areas.

33. The LAP will have negative impact on residents in existing estates as they are exposed to through pedestrian and cycle traffic from new developments which is being routed through their estates. This will completely alter the current environment in which residents have been living for many years and undermine their property values and way of life.

34. This LAP will have a very negative impact of the value of existing properties as it will offer new incentivized alternatives to persons looking to move into the town thereby undermining the value of existing secondhand homes which are subject to stamp duty.

35. Ministerial decision 6th Mar 2018 - "The revised Draft Leixlip Local Area Plan shall be published not later than 6 months following the issuing of a Direction." Provided more than a year later – Breach of timeframe so the council are in fact operating ultra vires.

36. The draft LAP proposes phasing/sequencing programme to enable & ensure adequate infrastructure is provided alongside new development. The actual detail in the draft provides no assurance that this development will in fact take place in tandem with the required infrastructure being put in place.

37. Lands will be reserved for the provision of various facilities with no commitment to actually provide anything.

38. Previous experience tells us that the housing element which is developer funded will be constructed and the new community will then have to fight a rear guard action for decades to get the required infrastructure to match the needs. This is totally unacceptable.

39. Multiple infrastructural aspirations are included with no firm commitment of funding identified to deliver same. The plan itself clearly identifies a key to achieving the delivery in a coherent and sustainable manner is the timely delivery of critical supporting infrastructure. The LAP without a guaranteed funding steam is unfortunately not a plan that can deliver this infrastructure, its simply a wish list.

40. The LAP is "Encouraging a strong night time economy and presence of residents outside of work hours". Leixlip is a residential area that has very limited night time activity outside of the main street. Residents generally wish to go to bed at night. Why do the planners think we need strong night time activity and residents on the streets at night. This is not Paris. Leixlip is a town that people live and work in and no demand is evident to turn it into the "Temple Bar" of Kildare with all its associated antisocial problems.

41. This plan does not harmonise with or enhance the existing built and natural environment of Leixlip.

42. The required compulsory purchase of long term residents homes to facilitate the new street does not even warrant a mention and will be resisted strongly by both the individual families and residents generally.

43. The availability of trains, the capacity of the rolling stock , the frequency of the trains , the usage levels that are currently in play and are all matters that are straining the existing train service. People will only use trains if they are available, comfortable, on time, travelling to locations they wish to go, clean, have adequate seating, high quality WIFI, are priced competitively, within short walking distance of their homes and facilitated by adequate free parking. The current and proposed future situation meets none of the criteria that will encourage and ensure high volume usage of the rail service.

44. The park and ride facility will not be close enough to the train station to encourage use particularly during inclement weather. To have a max 50 spaces is ridiculous and an area of at least 400 spaces would be required. Currently train users are parking outside peoples homes in Glendale and other adjacent estates from early morning until late evening. which is the source of ongoing inconvenience to the residents.

45. The plan does not provide the conservation plans for archaeology sites of interest in the town.

46. The future expansion of the Dart will not be within the timeframe of the development plan and therefore no development based on an upgraded high quality train service should proceed until the completion of the upgraded service.

47. The LAP is proposing development at a scale and height that is totally out of line with the character, current built and natural landscape in our town.

48. The lack of commitment in the documentation is a major problem that undermines the entire plan. The suggestion is that (LAP) & (UDF) must work simultaneously in order to improve access to this new development area and the wider Leixlip area as part of the future development of the strategic road network for the entire area. Unless the road and other network is committed or in place to allow more development proceed will be disastrous for the town and the entire area.

49. Some elements in the Leixlip Local Area Plan are regarded to give rise to
adverse effects on the integrity of European Sites.

50. The LAP suggests a minor extension to the south and west c. 1 acre of our existing cemetery. I submit this has no merit the until the problem of flooding is rectified.

51. The LAP includes new public parks. This could be welcomed but we already have issues with the maintenance and upkeep of St. Catherine's Park. These issues are unresolved with after 20yrs where is funding for the upkeep of these new parks.

52. The LAP identifies serious potential impacts to
• Rye Water Valley
• Disturbance to habitats and species associated with the Rye Water
• River Liffey pNHA through habitat loss and disturbance
• Underlying hydrological conditions and tufa springs

53. The KCC SEA Environmental Report indicates the LAP has potential
significant negative effects on
• local services and utilities- such as water supply and wastewater infrastructure and electricity demand.
• air quality, noise and climate- due to increased emissions & pollution
• features of archaeological and architectural heritage,
• biodiversity, ecological, land and soil
• the environment
• human health & amenities

54. The back land regeneration off the main street should be used to solve the towns
parking deficit, provide a primary care centre and locate some homes for the
elderly.

55. The provisions for childcare are totally unsatisfactory for either the current of future population of the town.

56. Future present and generations will thank Kildare County Councillors for taking on board the genuine concerns of the Leixlip population and altering this Draft plan to bring the scale of this development to a level that matches the actual demand for our town and not the greater Dublin area. We need to provides realistic possibility of the next generation of Leixlip natives acquiring homes in our town. Building homes that are unaffordable will do nothing to help the younger residents of this area should they decide to put down roots in our town.

57. I submit that should any development go ahead no construction traffic is allowed use the Captains Hill or Celbridge roads.

58. In summary the requirement for Leixlip is to have a plan that deals with the issues already facing the town as its 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. Leixlip is a beautiful place that is very sought after as a location for people to live. Its 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 communities natural expansion requirements not aim at a number just to satisfy a strategic policy that is very distant from the residents of Leixlip who are the primary stakeholders in our town.

Name	marie, farrelly
Enter your submission here	Dear Sir , I strongly object to traffic using the Black Avenue for the new housing for that area.The Road to St Catherines is very tight and would also ruin the beautiful tree line to the park.I have no problem with new housing in the area but surely there must be a better alternative to using this Beautiful route .

Name	Anne, Savage
Enter your submission here	Hello I wish to give my opinion regarding the proposed Leixlip Local Area Plan and I totally 100% am against such dense overdevelopment of Leixlip. As it is Leixlip does not have enough parking down the village nor is the village developed properly with shops no shoe,sports shop etc only pubs &bookies. Also Leixlip doesnt have a swimming pool and I am here 20years and always promised one but still didnt deliver. The trains &buses are always over crowded to the point that is a health hazard how can it cope with more commuters plus services are not frequent enough. I am very disappointed that there wasnt a public meeting to show the plans and discuss peoples concerns...and if there was it wasnt publicised as I never heard of it. I only saw the plans today as I got a leaflet in the door today and hope my submission will be listened to. Please feel free to contact me if you have any questions or concerns. Kind regards Anne Savage

Name	Jonathan, Kelly
Enter your submission here	I object to a road been built in St Catherine Park. I also strongly object to the building of houses in the black avenue.

Name	Orla, Gildea
Enter your submission here	I strongly object to any changes and removal of special clauses being removed from st Catherine's Park. Any developments to link roads. Please let this green area alone. The park is amazing as it is and a credit to Kildare county council. Please don't change it.

Name	Grainne, Kelly
Enter your submission here	I object to a road through st Catherine parl. I also object to the building of houses in the black avanue. That park was given to the people of Leixlip and Kildare county council do NOT own it. They have no right to give it to a developer

Name	Nicola, Cushen
Enter your submission here	I wish to object to the removal of the protection clause from the new Draft LAP for Leixlip. St Catherines Park needs to remain protected with no road or bridges going through it or over it, This is a vial facility for leixlip, lucan clonsilla and further afield, We must protect the few facilities we have

Name	Gerry, Flannery
Enter your submission here	I would like to object to the Leixlip Area Plan 2020-2026 and specifically the plant to build 350 houses on private land and using public amenities to do so. This proposed development of 350 houses on Black Avenue in St. Catherines Park is contrary to S8 which commits the council to protect and enhance natural heritage, amenity areas and green spaces throughout Leixlip. This proposed development is inside an existing park and cannot have any positive impact on the existing amenity which is enjoyed by thousands of Leixlip residents daily. The increased traffic volumes alone for 350 houses which translates to about 700 cars in modern society, will greatly impact on pedestrian, cyclist and vehicular access to St. Catherines Park. It seems to me that using public lands (Black Avenue) to facilitate a private development of 350 houses is in contravention of every Environmental Report produced which all state that the loss of open space and amenity areas has the potential to give rise to negative effects on the population and human health.

Name	Aileen and Jason, McCarthy
Enter your submission here	2 Glen Easton Woods, Leixlip, Co.Kildare Date: 8th July 2019 Planning Department, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co.Kildare RE ; Draft Leixlip Local Area Plan 2020 – 2026. Dear Sir / Madam, I wish to make the following submission with regard to the draft Leixlip Local Area Plan 2020 -2026. Before I outline the issues I have in detail below, I wish to point out that I am not against housing as we all recognise the need for houses. Table 4.1 Residential Unit assessment provides the breakdown of 3,315 units arising from 10.2% of Kildare's County growth which was assigned to Leixlip. As outlined in the draft LAP, the physical constraints (of the motorway to the south, the railway and Royal canal to the north and west and St. Catherine's Park to the east, the River Liffey to the south and east and the River Rye which divides the town east to west) all contribute to the limitations for the further development of Leixlip. I understand that the County Development Plan is been reviewed before the end of 2019 with regard to the population growth. Taking into consideration the

physical constraints of Leixlip as clearly outlined, surely 3,315 additional residential units as per this Draft Leixlip LAP is excessive for Leixlip.

Our democratically elected Councillors for the entire Kildare region voted on the last Draft Lexlip LAP 2017 -2023 in July 2017 and the Planning Authority adopted the Leixlip LAP 2017-2023 on the 20th November 2017, the results from the voting taken by councillors on the material alterations would have delivered circa 2,800 new dwellings for Leixlip (including Confey based on the preparation of a Masterplan and brought forward for adjudication etc;) which would have facilitated further development in a sustainable manner. It is vital that the provision of additional housing in Leixlip is delivered in a way that is not detrimental to the fabric and character of Leixlip and therefore seeking a well-balanced plan for the successful development of Leixlip into the future is imperative.

In order to cater for the proposed increase in our population, it is crucial that the necessary infrastructure combined with the essential community facilities are reviewed properly and implemented effectively. Upon review of the social infrastructure audit completed, I noted that the participation rates on methodology and consultation used for this study were low. This is unfortunate considering it is an important evidence base for the Leixlip Local Area Plan (LAP) 2020-2026 where the principal task is to deliver on Leixlip's potential.

Education, Childcare and Health Care Facilities
The related policy HC3 needs to be updated to reflect the requirement of two primary schools and a secondary school which has been identified as needed in the Social Infrastructure assessment report completed as part of the Draft Leixlip LAP. The provision of a Primary Care Centre also needs to be specified in this policy. This then demonstrates commitment to accommodate these additional requirements arising from the proposed new housing developments.

Other Community, Sports and Recreational Facilities
There is no mention of a swimming pool on the Draft Leixlip LAP 2020-2026. There has been years of an ongoing campaign to have a swimming pool in Leixlip. Included on all the previous LAP including 2002 is an objective to "Promote the development of a swimming pool to serve the people of Leixlip". It is unacceptable to omit this all important community facility from the current proposed LAP. Leixlip also has one of the largest multi-national corporates which from a financial perspective would greatly assist in the running costs due to the high demand by the employees. A swimming pool needs to be updated onto the Draft Leixlip LAP 2020-2026 considering the National Planning Framework (NPF) deems the position of Leixlip within the Dublin Metropolitian Area. A swimming pool is a necessary requirement in supporting future residential growth and it is not acceptable to exclude the provision of a swimming pool in Leixlip from the Draft Leixlip LAP 2020 – 2026.

In addition, Leixlip needs a cultural, arts and performing centre in Leixlip as there is an abundance of talent in Leixlip as there are a variety of different musical, arts and dance groups in Leixlip. This has already been acknowledged by Kildare County Council by the number of submissions they received on the previous Draft Leixlip LAP 2017-2023. Now is the time to ensure that this performing arts centre is delivered to the residents of Leixlip. Therefore Policy HC4.3 needs to be amended to include "To support and facilitate the provision of a cultural, arts and performing centre in Leixlip "rather than the current proposed objective which is "to support and promote the development of cultural, arts and performance spaces in Leixlip" which does not provide the necessary commitment or a solid plan to ensure that this is delivered within the lifetime of this draft Leixlip LAP 2020-2026. In addition, Under Policy EDT3- Tourism, Policy EDT3.13 includes "To support the preparation of an integrated tourism and amenity destination on the Wonderful Barn site that accommodates a range of day and evening time uses. This would be an ideal location for a cultural, arts and performing centre to be located within Leixlip assisting with the fulfilment of Policy EDT3.13 with regard to evening time use.

The current playground located at the Leixlip Amenities is a very small play facility when compared to the much larger playground in Maynooth or the playground located in St Catherine's Park which is not within the boundary of the Leixlip LAP. Therefore, Leixlip requires a playground of a similar size to that mentioned to facilitate children of all ages.

A lack of adequate social infrastructure fails to support existing and new communities. This leads to serious social problems, as proven in other suburban areas in Dublin where planning have not provided for the community. Now is the opportunity to provide for such facilities within the proposed Draft Leixlip LAP 2020-2026, all of which has been requested by the residents of Leixlip for years.

Waste Water/Sewerage and Water Supply
Per the sustainable Planning and Infrastructure assessment report dated 30th May 2019, all sites will be served by the Leixlip Wastewater Treatment Works / Lower Liffey Valley Sewerage scheme which has a capacity of 150,000 population equivalent. However, Irish Water has advised that there is limited capacity at the treatment works. Irish Water has two projects currently underway to cater for an expanding population within the Lower Liffey Valley catchment (serving Leixlip, Celbridge, Maynooth, Kilcock and Straffan) and for the locally based commercial activities (including Intel).
The previous draft Leixlip LAP 2017-2023 clearly stated that following the upgrade of the Leixlip Waste Water Treatment plan it will continue to have insufficient capacity to cater for the planned growth in the longer term. The current Draft Leixlip LAP 2020-2026 makes no reference to this but does advise that the earliest upgrade on the two projects underway will be 2022.

Also included in the sustainable Planning and Infrastructure assessment report dated 30th May 2019, it is important to highlight that in Section 4.2.2 of this report Irish Water advises that there is no adequate water main in Confey as currently served by a 3 " UPV (1969) water main which does not have the capacity to serve significant development. This report also clearly states that Irish Water is responsible for the delivery of Water service infrastructure however new infrastructure is developer led.

Therefore the zoning and development of lands must be phased in line with the capacity of supporting infrastructure such as water supply and wastewater.

Residential Density and Mix
The previous Draft Leixlip LAP 2017-2023 included an objective (HC02.4) "To apply a 10% Social Housing requirement, pursuant to Part V of the Planning and Development Act 2000 (as amended) to all sites that are zoned solely for residential use or for a mixture of residential and other uses. I note that this objective has been completely excluded from the current Draft Leixlip LAP 2020-2026 and instead a new objective inserted (HC2.3) to include "To seek to provide Traveller Specific Accommodation at appropriate locations close to key services and public transport facilities in accordance with the Traveller Needs Assessment and Traveller Accommodation Plan due for review in 2019".

I propose that the policy (HC02.4) included on the previous Draft Leixlip LAP 2017-2023 is included on the current Draft Leixlip LAP 2020-2026 instead of the current proposed objective (HC2.3) as objective HC02.4 is inclusive of all sectors of society with regard to social housing requirement rather than specifically highlighting the traveller community as they too are accommodated under HC02.4.

Roads
Policy MT3 with regard to Roads needs to include an additional objective with regard to the protection of St Catherine's Park as follows:
'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.'

A Strategic Transport Assessment for Leixlip indicates that a new road to the west of Confey, parallel to the Royal Canal and coming through the eastern edge of the Intel site to meet the Maynooth Road west of Louisa Bridge Station is a preferred route option to serve the new lands to be developed at Confey. To the East the preferred option is to upgrade existing roads and facilities from Leixlip Town Centre to Lucan. In the Leixlip Strategic Transportation Assessment an Eastern Link was looked at, which was East of the St. Catherines Park Lands, but it was indicated that it would be difficult to achieve for a number of technical and social reasons. This Eastern Link which is outside of the St. Catherine's Park Lands is commented on as follows - While such a link may become increasingly warranted at a later date as development occurs, by 2025 it is not favoured'. So overall there is no suggestion of a road through St. Catherine's Park. Hence, it is not acceptable to clearly omit this objective which was agreed by all the councillors when discussing the last Draft Leixlip LAP 2017-2023. Therefore, the above objective needs to included in the Draft Leixlip LAP 2020-2026 stating quiet clearly that no such proposal of a road going through St Catherine's Park will be considered. This would ensure the integrity of the Park for future generations.

Traffic
As detailed on Leixlip Strategic Transportation Assessment report dated May 2019 commissioned by Kildare County Council to inform the drafting of the revised Draft Leixlip LAP 2020-2026 , this report noted that Leixlip Transport challenges are overall connectivity between communities' residences and destinations in Leixlip (and further afield) is poor because of the natural topography and geographic features – Rye Water and River Liffey exhibit steep gradients which have historically

restricted growth areas. Furthermore, the built environment of the Royal Canals and longstanding railway act as permeability barriers. A limited number of crossing points over the Rye Valley, Royal Canal and railway line inhibit travel by almost all modes of transport creating pinch points such as Cope Bridge, Captain's Hill, Kellystown Lane Bridge.

Therefore circulation around and through the town is constrained. The proposed Key Development Areas will have a significant impact on traffic congestion in Leixlip. This will lead to concerns regarding safety due to the increased pressure on already inadequate road infrastructure.

Therefore it is important that a Traffic Impact Assessment is completed before any development work commences on any KDA to ensure that the individual and cumulative impact of the planned key development areas on the strategic road network is recorded accurately. The recommendations from each traffic impact assessment should also be implemented in advance of any development works commencing. This is crucial as it is not sufficient that this be determined on a case by case basis.

A traffic calming measure needs to be considered on the Green Lane road to the right as you exit from the Easton Road Cul De Sac. The traffic speeds up on the way to schools in the morning etc; and it makes it very dangerous and difficult to exit along with a slight bend on the road. With one residential development currently been built and the other proposed residential development (Leixlip Gate) now been considered for development , the impact on the Green Lane road needs to be carefully considered and measures implemented.

Built Heritage
The parklands of the Wonderful Barn needs to be enhanced to a high quality amenity area and green space for both biodiversity and recreational use. As part of promoting The Wonderful Barn as an integrated tourism attraction we need to include a large playground on the scale of St Catherine's park with an adjacent Skateboard park and the provision of a picnic area . The Draft Leixlip LAP 2020-2026 section EDT3.10 refer to a detailed conservation and management plan. It would be very beneficial if this could include a layer of public consultation to address any community conservation concerns and to capture any other great ideas.

Town Centre
There are a number of vacant properties in main street Leixlip, and one that is very unsightly and derelict. In order to ensure the town centre achieves its potential, a vacant site levy needs to be introduced with the sole purpose of urban regeneration in order to prevent and control vacant buildings such as that which is currently visible on the main street of Leixlip. This will also encourage and facilitate the full use of buildings in Main Street which is a significant issue at present in Leixlip.

In addition, I note that Section 5.6 Undesirable Uses of the previous Draft Leixlip Lap 2017-2023 has been totally omitted from the current Draft Leixlip LAP 2020-2026. In this regard, Policy UCR6 regarding Undesirable Uses needs to be inserted into this Draft Leixlip LAP 2020-2026.

With regard to Main Street Backlands Regeneration Objective included in the Draft Leixlip LAP 2020-2026, it provides excellent opportunities whereby the town of Leixlip can be enhanced to make it more vibrant. In this regard, the design of the Main Street Backlands region should incorporate a number of restaurants in this area. Currently Leixlip is widely recognised to be a town "dying on its feet" so we need to reinforce the town as a visible retail centre and at night time an attractive setting similar to Maynooth which can now be achieved via the Main Street Backlands Area been proposed.

Addressing the lack of current car parking spaces in the town centre is another issue that needs to be addressed which I note is included as part of the development of the Main Street Backlands Area. The car parking spaces in Aldi is not addressing the shortage of car parking in the town as currently cars parked in Aldi for a short period of time is been clamped when they walk down to the town centre to get additional shopping. There is limited on-street car parking on main street so public car parking spaces needs to be provided and now is the opportunity to ensure that this happens for both the residents and businesses.

Protected Structures
The insertion of an additional objective under Policy BH1 to include "To address dereliction, vacancy and promote appropriate and sensitive reuse and rehabilitation of Protected Structures". was included on the initial Draft Leixlip LAP 2017-2023 however has been omitted on the proposed Draft LAP 2020-2026. This objective needs to be included on the Draft Leixlip LAP 2020-2026 due to the current issue on main street Leixlip which has already been mentioned above relating to vacant

properties, one of which is a protected structure but needs to be addressed as has been left unsightly for years.

Pollution and Environmental Services
As part of Policy I5, the Council needs to review the current refuse collection in Leixlip carried out by a number of various private contractors and the impact on the environment from the number of lorries driving in and out of the estate by all the contractors. It would be progressive in light of climate change to include an additional objective under this policy to complete a review of the current procedures with regard to refuse collection in Leixlip by the variety of private contractors in order to consider alternative options that have less harmful effects on the environment.

Open Space
One of the core objectives of the initial draft Leixlip LAP 2017-2023 under Policy OS1 included " To promote and provide amenities / features such as picnic tables, playgrounds or outdoor gym equipment facilities in existing open spaces. This objective has been completely omitted from the Draft Leixlip LAP 2020-2026 and needs to be included. This is essential for the health, wellbeing and social development of a town and especially when the population of Leixlip is due to increase with the proposed developments.

Green Infrastructure
One of the core objectives of the initial draft Leixlip LAP 2017-2023 included "to preserve, protect and enhance trees (including woodlands) of special amenity, nature conservation or landscape value and ensure they are actively managed to ensure their continued longevity". The proposed Draft Leixlip LAP 2020-2026 under Policy GI1 with reference to specific objective GI1.6 has removed the latter part i.e. "to ensure they are actively managed to ensure their continued longevity". This is unacceptable and needs to be reinstated to ensure that our Green Infrastructure is protected.
In addition, the initial draft Leixlip LAP 2017-2023 included "Any such proposals for development which would be likely to have a significant effect on natures conservations sites and/or habitats or species of high conservation value will only be approved if it can be ascertained, by means of Appropriate Assessment or other ecological assessment, that the integrity of these sites will not be adversely affected". This wording has been completely omitted from the draft Leixlip LAP 2020-2026 and needs to be included in order to protect our Green Infrastructure in Leixlip. Finally, one other objective included in the initial draft Leixlip LAP 2017-2023 "to prohibit development where it is likely that damage would be caused to trees protected by a Tree Protection Objective or to those which have a particular local amenity of nature conservation value. Development that requires the felling of mature trees of amenity value, conservation value or special interest notwithstanding the fact that they may not be listed in this plan will be discouraged ". The Draft Leixlip LAP 2020-2026 has revised this wording to just include "To seek to protect trees with a particular local amenity or conservation value". We need to protect the Green Infrastructure including trees that have local amenity or conservation value. Therefore I oppose the revised wording on the Draft LAP 2020-2026 and wish it to be restated to that on the initial LAP 2017-2023 as detailed above.

Celbridge Road East Key Development Area (KDA)
I refer to the final stage of the last draft for the Leixlip LAP 2017-2023 relating to "Material Alterations" where there was a vote taken by all 40 councillors on the 20th November 2017 to remove the residential zoning for lands at Celbridge Road East (KDA2). Despite this unanimous decision by the councillors it is disappointing to see these lands back on the Draft Leixlip LAP 2020-2026 seeking the zoning of these lands for residential development.

The zoning of these lands should not be permitted on cultural and heritage grounds. Leixlip Castle and Demense are both listed for protection in the County Development Plan. Existing protection orders should not be contravened in the interest of expedient development on this heritage site. The Wonderful Barn has already been zoned, we need to preserve the remaining lands of historical and cultural heritage.

The Wonderful Barn KDA
The previous Draft Leixlip LAP 2017-2023 under Built Form included medium to low density residential development in the order of 30 units per hectare. This has now been increased to 35 units per hectare in the Draft Leixlip LAP 2020-2026 along with giving an option to increase the density even higher where it is determined it does not impact the Wonderful Barn. This is unacceptable as building layout must have regard to the need to protect any views within the site namely from Castletown House which is of historical significance along with ensuring to protect the built heritage of such an asset such as The Wonderful Barn. In order to minimise the visual impact of any new residential development, the proposed development needs to be sensitive to the cultural heritage of the surrounding areas. Hence this area needs to be a low density development restricting all buildings to 2 storey in height.

Black Avenue Key Development Area (KDA)
I oppose the zoning of these lands for residential development due to no current public transport route and no road network. In addition, the proposal provides a negative impact on a green and safe access for pedestrian and cyclists using St. Catherine's Park through increased traffic volumes. The Planning Department consulted with the Roads and Transportation Department which informed the assessment and infrastructural needs within the plan area. It was noted in the completion of the Sustainable Planning and Infrastructural Assessment dated 30th May 2019, the level of congestion in Leixlip with particular reference to Main Street and Mill Lane Junction. This proposed development will further exacerbate the traffic congestion to Main Street. The Fire Station is located in Mill Lane so there is an added concern of the impact of this proposed residential development to the emergency services response times due to the increased traffic congestion which is unacceptable.

The delivery schedule detailed on the Draft Leixlip LAP 2020-2026 for the completion of the various infrastructure to include Roads and Transportation, water and waste water etc; for Black Avenue KDA is from year 4 to 6 years plus. The lifetime of this Draft Leixlip LAP is six years. In order to comply with the National Planning Framework guidelines with specific reference to National Policy Objective 72c "When considering zoning land for development purposes that cannot be serviced within the life of the relevant plan, such lands should not be zoned for development". Therefore, Black Avenue KDA is contravening this objective and is another valid reason why these lands should not be zoned for residential development.

Leixlip Gate KDA (Kilmacredock)
A Noise study as per Kildare Noise Action Plan 2013-2018 needs to be completed on the effect of motorway noise from M4 on KDA4. Physical alterations to site, changes to proposed location of residential units and sound barriers to be completed based on study findings".

The traffic congestion that zoning these lands will cause on the existing road network is a huge issue which needs to be raised. Given that Easton road already serves 8 existing housing estates (some of which are very large housing estates) it is imperative that the Traffic Impact Assessments are completed and the recommendations implemented in advance of the commencement of the proposed development at KDA4.

Confey
To date, no detailed masterplan has been prepared for the lands located in Confey which is what all the residents has been awaiting for the last two years as detailed by the many submissions received relating to the last Draft Leixlip LAP 2017-2023 and expressed by the councillors at the Material Alterations stage and hence, the result of the vote was no zoning of these lands back on 20th November 2017.

The Urban Design Framework Document is a preliminary design guide for the future development of these lands. It is not a masterplan. No lands in Confey should be zoned residential until a detailed masterplan is prepared for Confey and fully agreed with Kildare County Council subject to public consultation and in agreement with the Elected Members of Leixlip / Celbridge Municipal District prior to the granting of any planning permission on these lands. The masterplan must accord to the site specific objectives identified in this Draft Leixlip LAP 2020-2026 as well as relevant site development standards set out in the County Development Plan.

Kind regards,

Aileen and Jason McCarthy

Name Gary, Byrne

Enter your Seriously , if you put roads through st Catherine's park you should look at yourself , surrounding areas need this untouched amenity and with all the houses coming to

submission here	leixlip we need this are for soccer gaa rugby pitches to accommodate the Huge numbers in a few years but sure no doubt this submission. Will be binned unless of course I was a developer !!! At some stage In life you have to make a stand for what is morally right so check your moral compass before you decide to run trucks and cars through a beautiful park Kind regards Gary

Name	Lydia, Keogan
Enter your submission here	No road through st Catherine's Park

Name	Stephen, McGovern
Enter your submission here	Previous objective removed from Plan - '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.' In a complete "U" turn the LAP is now in fact proposing a road into the park to facilitate a major housing development at Black Avenue. This change is despite 1021 submissions in 2017 regarding protection of St Catherine's Park from road development. To totally ignore the people is dictatorial and undemocratic.

Name	Annette, Lysaght
Enter your submission here	I wish to lodge my objections to the plans as proposed for the Leixlip area. To sanction the building of more housing when we can barely cope with what is here already is beyond belief, no roads, no public transport,no infrastructure. To consider moving the Confey GAA to another location is ludricrous, the current site is accessible to all who use it .Decisions are being made by remote planners who have likely no idea where the main street even is in Leixlip. The Black Avenue is an amenity close to St Catherines Park and should not be interfered with.

Name	Yvonne, Flannery
Enter your submission here	This proposed development of 350 houses on Black Avenue in St. Catherines Park is contrary to S8 which commits the council to protect and enhance natural heritage, amenity areas and green spaces throughout Leixlip. This proposed development is inside an existing park and cannot have any positive impact on the existing amenity which is enjoyed by thousands of Leixlip residents daily. The increased traffic volumes alone for 350 houses which translates to about 700 cars in modern society, will greatly impact on pedestrian, cyclist and vehicular

access to St. Catherines Park.
It seems to me that using public lands (Black Avenue) to facilitate a private development of 350 houses is in contravention of every Environmental Report produced which all state that the loss of open space and amenity areas has the potential to give rise to negative effects on the population and human health.

Name	Damian, Scott
Enter your submission here	Dear/sir Madam I wish to make the following submission with regard to the draft Leixlip Local Area Plan 2020-2026 .I wish to point out that i am not against housing a But we need the infrastructure in place before you can continue with the building. We have 3 young kids who all go to the local schools which are almost full to capacity . I also work local and have see a large increase car traffic with out any new infrastructure been built .Other Community, Sports and Recreational Facilities There is no mention of a swimming pool on the Draft Leixlip LAP 2020-2026. There has been years of an ongoing campaign to have a swimming pool in Leixlip. Included on all the previous LAP including 2002 is an objective to “Promote the development of a swimming pool to serve the people of Leixlip”. It is unacceptable to omit this all important community facility from the current proposed LAP. Leixlip also has one of the largest multi-national corporates which from a financial perspective would greatly assist in the running costs due to the high demand by the employees. A swimming pool needs to be updated onto the Draft Leixlip LAP 2020-2026 considering the National Planning Framework (N P F) deems the position of Leixlip within the Dublin Metropolitian Area. A swimming pool is a necessary requirement in supporting future residential growth and it is not acceptable to exclude the provision of a swimming pool in Leixlip from the Draft Leixlip LAP 2020 – 2026. Roads Policy MT3 with regard to Roads needs to include an additional objective with regard to the protection of St Catherine’s Park as follows: '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.' Built Heritage The parklands of the Wonderful Barn needs to be enhanced to a high quality amenity area and green space for both biodiversity and recreational use. As part of promoting The Wonderful Barn as an integrated tourism attraction we need to include a large playground on the scale of St Catherine’s park with an adjacent Skateboard park and the provision of a picnic area . The Draft Leixlip LAP 2020-2026 section EDT3.10 refer to a detailed conservation and management plan. It would be very beneficial if this could include a layer of public consultation to address any community conservation concerns and to capture any other great ideas The Wonderful Barn KDA The previous Draft Leixlip LAP 2017-2023 under Built Form included medium to low density residential development in the order of 30 units per hectare. This has now been increased to 35 units per hectare in the Draft Leixlip LAP 2020-2026 along with giving an option to increase the density even higher where it is determined it does not impact the Wonderful Barn. This is unacceptable as building layout must have regard to the need to protect any views within the site namely from Castletown House which is of historical significance along with ensuring to protect the built heritage of such an asset such as The Wonderful Barn. In order to minimise the visual impact of any new residential development, the proposed development needs to be sensitive to the cultural heritage of the surrounding areas. Hence this area needs to be a low density development restricting all buildings to 2 storey in height. Kind Regards Damian Scott

Name	Dermot, Hobbs
Enter your submission here	To whom it may concern I wish to make the following submission in regard to the Draft LAP for Leixlip. 1) The policy is to provide a minimum 3315 new housing units in Leixlip. This is being achieved by increasing housing unit densities at Key Development Areas and inserting new Key Development Areas into the Plan without any documented acceptable reasoning or demand to justify these decisions. 2) The actual delivery of the target may extend beyond the life of the plan up to 2029 therefore setting out up to ten years construction traffic and work in our town. 3) We should not be rezoning land that won't be developed within the lifecycle of this LAP. 4) The LAP fails to provide a Master Plan as directed by ministerial order. 5) Key Development Areas that were removed from the last Local Area Plan by unanimously backed Material Alterations have been included again without any reasoned argument to support same. 6) Previous objective removed from Plan - '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.' In a complete "U" turn the LAP is now in fact proposing a road into the park to facilitate a major housing development at Black Avenue. This change is despite 1021 submissions in 2017 regarding protection of St Catherine's Park from road development. To totally ignore the people is dictatorial and undemocatic. 7) The Draft LAP makes no specific provision for • A swimming pool site. • A civil building with theatre or performance space. • Homes for the elderly/retired – 25% of Leixlip population 55+ • Affordable homes. • Social housing. • A Sensory Garden. • Charging points for electric vehicles. • Adequate parking in the village, train stations or the proposed new Confey development. • Maintaining existing estates, green areas or new developments. • Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty. We have witnessed the power cuts, water leaks and ongoing stench in the middle of our town from the existing systems. The Primary Care Centre - location in Collinstown is not suitable to stakeholders – young, old and infirm and without transport. A location central to the town and on a public transport route is critical

In addition, nothing included to deal with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC.

8. The National Planning Framework states that development will be achieved through infill and Brownfield development rather that an over-reliance on greenfield, edge of town development. The LAP as proposed does the opposite. We have a large Brownfield option at the HP site that should be used to resolve the current and future housing requirements of the town. This site already also has access to the motorway system.

9. The failure to deal with existing problems within the town and provide the required infrastructure upgrades in advance of any new development shows total lack of appreciation of the current problems the town faces and disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments.

10. The plan does not adequately factor in the major expansion of Intel's impact on our existing transport infrastructure.

11. Any plan for Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification.

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 Draft Plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and Public transport facilities. Any development of Celbridge and Maynooth has a negative knock on impact on Leixlip as our road, bus and rail infrastructure as designed results in passengers and motorists being already in the system before the vehicles reach or pass through our town. The ability of Leixlip residents to access the N4, bus and rail system is already affected by the scale of the exiting populations in Celbridge and Maynooth without any further development of these towns.

12. In all instances once the developers get planning permission they will look to increase the densities to the max and therefore the total numbers are underestimated. In reality the combined new build will double the size of the residential areas in north Kildare. The numbers in the plan are very misleading in regard to the actual size of the development. The current situation at Wonderful barn and Westfield are live examples of this type of developer opportunism.

13. 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.

14. 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.

15. MT1.4 No ecological analysis has been completed on the effects of this LAP.

16. The towns historical / future flooding risks have been clearly identified. The LAP has no on-site flood risk analysis completed. No criteria offered to show what scale or nature of a development will warrant an on-site flood risk analysis.

17. The proposed expansion of housing in particular is completely out of line with the actual local demand.

18. The cost of the housing units in this LAP will make the vast majority of the properties on offer outside the reach of the local population.

19. The LAP is being proposed to solve a housing issue in Dublin by putting a disproportionate housing expansion into one of the finest towns in county Kildare.

20. 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. The LAP is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Leixlip.

21. This proposed LAP does not respect the setting of the subject lands both in terms of design and scale.

22. This proposed LAP opens up the possibility of further encroachment into the adjacent farmlands, parks and private estates for future development.

23. 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.

24. The LAP will destroy a Strategic Open Spaces that forms part of the green corridors in Leixlip and the surrounding area.

25. This proposed LAP will destroy 'Key' Green Infrastructure areas (as well as their associated habitats) in our town.

26. Many of the areas original features – trees, hedgerows and grasslands are being removed in this plan which is contrary to the council's own policies.

27. The LAP provides no road links to M4 or M3 and no plans in place to deliver same.

28. The combined additional traffic from this LAP will bring up to 5000 additional vehicles on to the local streets which are already experiencing traffic congestion at peak commute times and school start and finish times.

29. The LAP will have very negative impact on traffic flow through Main Street and all the local road network in the Leixlip area.

30. This LAP will cause massive increases in pollution and increased noise levels in our town.

31. The draft LAP only provides a preliminary design guide for the future development of lands. The requirement by ministerial order is to provide a master plan.

32. The LAP proposes pedestrian/cycle rotes through out the town. The design and scale are unknown. The knock-on effect on existing residents will be very negative creating a flow of activity into settled residential areas that is unwanted and provides no benefit to the people living in these areas. These proposals will also result in loss of green areas to path / cycle ways. The overlooking of existing homes in close proximity is also a serious issue for residents. No proposal should be considered that facilitates anti-social behaviors and easier entrance and exit for criminals to the existing residential areas bordering the proposed new development areas.

33. The LAP will have negative impact on residents in existing estates as they are exposed to through pedestrian and cycle traffic from new developments which is being routed through their estates. This will completely alter the current environment in which residents have been living for many years and undermine their property values and way of life.

34. This LAP will have a very negative impact of the value of existing properties as it will offer new incentivized alternatives to persons looking to move into the town thereby undermining the value of existing secondhand homes which are subject to stamp duty.

35. Ministerial decision 6th Mar 2018 - "The revised Draft Leixlip Local Area Plan shall be published not later than 6 months following the issuing of a Direction." Provided more than a year later – Breach of timeframe so the council are in fact operating ultra vires.

36. The draft LAP proposes phasing/sequencing programme to enable & ensure adequate infrastructure is provided alongside new development. The actual detail in the draft provides no assurance that this development will in fact take place in tandem with the required infrastructure being put in place.

37. Lands will be reserved for the provision of various facilities with no commitment to actually provide anything.

38. Previous experience tells us that the housing element which is developer funded will be constructed and the new community will then have to fight a rear guard action for decades to get the required infrastructure to match the needs. This is totally unacceptable.

39. Multiple infrastructural aspirations are included with no firm commitment of funding identified to deliver same. The plan itself clearly identifies a key to achieving the delivery in a coherent and sustainable manner is the timely delivery of critical supporting infrastructure. The LAP without a guaranteed funding steam is unfortunately not a plan that can deliver this infrastructure, its simply a wish list.

40. The LAP is "Encouraging a strong night time economy and presence of residents outside of work hours". Leixlip is a residential area that has very limited night time activity outside of the main street. Residents generally wish to go to bed at night. Why do the planners think we need strong night time activity and residents on the streets at night. This is not Paris. Leixlip is a town that people live and work in and no demand is evident to turn it into the "Temple Bar" of Kildare with all its associated antisocial problems.

41. This plan does not harmonise with or enhance the existing built and natural environment of Leixlip.

42. The required compulsory purchase of long term residents homes to facilitate the new street does not even warrant a mention and will be resisted strongly by both the individual families and residents generally.

43. The availability of trains, the capacity of the rolling stock , the frequency of the trains , the usage levels that are currently in play and are all matters that are straining the existing train service. People will only use trains if they are available, comfortable, on time, travelling to locations they wish to go, clean, have adequate seating, high quality WIFI, are priced competitively, within short walking distance of their homes and facilitated by adequate free parking. The current and proposed future situation meets none of the criteria that will encourage and ensure high volume usage of the rail service.

44. The park and ride facility will not be close enough to the train station to encourage use particularly during inclement weather. To have a max 50 spaces is ridiculous and an area of at least 400 spaces would be required. Currently train users are parking outside peoples homes in Glendale and other adjacent estates from early morning until late evening. which is the source of ongoing inconvenience to the residents.

45. The plan does not provide the conservation plans for archaeology sites of interest in the town.

46. The future expansion of the Dart will not be within the timeframe of the development plan and therefore no development based on an upgraded high quality train service should proceed until the completion of the upgraded service.

47. The LAP is proposing development at a scale and height that is totally out of line with the character, current built and natural landscape in our town.

48. The lack of commitment in the documentation is a major problem that undermines the entire plan. The suggestion is that (LAP) & (UDF) must work simultaneously in order to improve access to this new development area and the wider Leixlip area as part of the future development of the strategic road network for the entire area. Unless the road and other network is committed or in place to allow more development proceed will be disastrous for the town and the entire area.

49. Some elements in the Leixlip Local Area Plan are regarded to give rise to
adverse effects on the integrity of European Sites.

50. The LAP suggests a minor extension to the south and west c. 1 acre of our existing cemetery. I submit this has no merit the until the problem of flooding is rectified.

51. The LAP includes new public parks. This could be welcomed but we already have issues with the maintenance and upkeep of St. Catherine's Park. These issues are unresolved with after 20yrs where is funding for the upkeep of these new parks.

52. The LAP identifies serious potential impacts to
• Rye Water Valley
• Disturbance to habitats and species associated with the Rye Water
• River Liffey pNHA through habitat loss and disturbance
• Underlying hydrological conditions and tufa springs

53. The KCC SEA Environmental Report indicates the LAP has potential
significant negative effects on
• local services and utilities- such as water supply and wastewater infrastructure and electricity demand.
• air quality, noise and climate- due to increased emissions & pollution
• features of archaeological and architectural heritage,

• biodiversity, ecological, land and soil
• the environment
• human health & amenities

54. The back land regeneration off the main street should be used to solve the towns parking deficit, provide a primary care centre and locate some homes for the elderly.

55. The provisions for childcare are totally unsatisfactory for either the current of future population of the town.

56. Future present and generations will thank Kildare County Councillors for taking on board the genuine concerns of the Leixlip population and altering this Draft plan to bring the scale of this development to a level that matches the actual demand for our town and not the greater Dublin area. We need to provides realistic possibility of the next generation of Leixlip natives acquiring homes in our town. Building homes that are unaffordable will do nothing to help the younger residents of this area should they decide to put down roots in our town.

57. I submit that should any development go ahead no construction traffic is allowed use the Captains Hill or Celbridge roads.

58. In summary the requirement for Leixlip is to have a plan that deals with the issues already facing the town as its 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. Leixlip is a beautiful place that is very sought after as a location for people to live. Its 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 communities natural expansion requirements not aim at a number just to satisfy a strategic policy that is very distant from the residents of Leixlip who are the primary stakeholders in our town.

Yours sincerely
Dermot Hobbs

Name	Eoin, Donnelly
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Affordable homes.
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Maintaining existing estates, green areas or new developments.
Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty.
We have witnessed the power cuts, water leaks and ongoing stench in the middle of our town from the existing systems.
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18. The cost of the housing units in this LAP will make the vast majority of the properties on offer outside the reach of the local population.
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48. The lack of commitment in the documentation is a major problem that undermines the entire plan. The suggestion is that (LAP) & (UDF) must work simultaneously in order to improve access to this new development area and the wider Leixlip area as part of the future development of the strategic road network for the entire area. Unless the road and other network is committed or in place to allow more development proceed will be disastrous for the town and the entire area.
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Name	Jean, Mc Carthy
Enter your submission here	Hello Kildare County Council, FAO K Kavanagh, Senior Executive Officer, As a local resident of Allenswood, Lucan, living on R149 all of my life, I am very concerned about the proposed development plans for the Confey and Leixlip area. Our land in Confey is included of the Development plan 2020-2026, yet no one from Kildare County Council has ever contacted us to talk to us about this. It is very upsetting, and troubling for my parents, Robert and Mary Mc Carthy, who have lived here for almost 50 years. This land belonged to my Grandparents who left it to my parents in1972, so this means a lot to them, and comes at a time when their health is not very good. At the moment my parents farm this land, and have done so all their married lives, however your plan has rezoned their land for social use. Wht does that mean? It is such a pity K Kavanagh, the Senior Executive Offcer who sent an acknowledgement to my Dad back in May 2017 never followed up on my parent's submission at that time. We are all very worried of the effects these 1000's of proposed houses and extra traffic will mean to our community. As it is, the roads are very congested, and tail backs are an every day occurance on our road as people try to get to and from Leixlip, Clonee or Lucan along our very busy road, the R149. We dread to think of the extra demands on the infrastructure these 4000 houses will have,. As it is there are delays from the Captains hill to junction (past Sprigfield Hotel) where the Leixlip road meets the N4 each morning. The Arrow rail service, and 66A and 66 buses are overcrowded, with standing room only, and it is troubling to think any new residents would be expected to crowd on to these commuter routes. I wonder has anyone from your office ever tried to drive or commute from Confey to Dublin any day, or have to ever tried to drive through Leixlip village at rush hour any evening? It is alreay a nightmare for us residents. It is frustrating to think you can make these development proposals to our area, and our land, and not even have the manners or common coutesy to call and talk to my parents or myself. Our land line is 01 6281378. We are just asking for an opportunity to discuss our land and our future, and I think we deserve that.

Many thanks for your time in reading this, we will look forward to hearing from you soon.
Kind regards,
Jean Mc Carthy

Name

Kay, Whitney

Enter your submission here

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The submission must be made either online at www.kildare.ie/CountyCouncil/Planning/DevelopmentPlans/LocalAreaPlans/

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• Underlying hydrological conditions and tufa springs

53. The KCC SEA Environmental Report indicates the LAP has potential

significant negative effects on

• local services and utilities- such as water supply and wastewater infrastructure and electricity demand.

• air quality, noise and climate- due to increased emissions & pollution

• features of archaeological and architectural heritage,

• biodiversity, ecological, land and soil

• the environment

• human health & amenities

54. The backland regeneration off the main street should be used to solve the towns parking deficit, provide a primary care centre and locate some homes for the

elderly.

55. The provisions for childcare are totally unsatisfactory for either the current of future population of the town.

56. Future present and generations will thank Kildare County Councillors for taking on board the genuine concerns of the Leixlip population and altering this Draft plan to bring the scale of this development to a level that matches the actual demand for our town and not the greater Dublin area. We need to provides realistic possibility of the next generation of Leixlip natives acquiring homes in our town. Building homes that are not affordable will do nothing to help the younger residents of this area should they decide to put down roots in our town.

57. I submit that should any development go ahead no construction traffic is allowed use the Captains Hill or Celbridge roads.

58. In summary the requirement for Leixlip is to have a plan that deals with the issues already facing the town as its 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. Leixlip is a beautiful place that is very sought after as a location for people to live. Its 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 not aim at a number just to satisfy a strategic policy that is very distant from the residents of Leixlip who are the primary stakeholders in our town.

Name	Annette, Fisher
Enter your submission here	I am a River Forest resident I do not approve of a footpath/bicycle path going in the centre of the River Forest green,the children have that area to play games, I do not approve of high rise building , make the houses affordable for young people to buy if you intend building , I do not approve of the GAA complex been moved away from where it is situated at the moment as the children and adults are within walking distance to it, Catherine park should not be interfered with as it is the most beautiful park to walk through , make the playground bigger for the children to play in Catherine park ,

Name	Debbie, Kenny
Enter your submission here	I object to the bike lane been put over the green area in river forest you are taking away another green space where a whole community of children play. I also object to the number of houses been placed in confey when you cannot even get down the captains hill as it is..

Name	Grainne, Carew
Enter your submission here	To whom it may concern I wish to make the following submission in regard to the Draft LAP for Leixlip. 1) The policy is to provide a minimum 3315 new housing units in Leixlip. This is being achieved by increasing housing unit densities at Key Development Areas and inserting new Key Development Areas into the Plan without any documented acceptable reasoning or demand to justify these decisions. 2) The actual delivery of the target may extend beyond the life of the plan up to 2029 therefore setting out up to ten years construction traffic and work in our town. 3) We should not be rezoning land that won't be developed within the lifecycle of this LAP. 4) The LAP fails to provide a Master Plan as directed by ministerial order. 5) Key Development Areas that were removed from the last Local Area Plan by unanimously backed Material Alterations have been included again without any reasoned argument to support same. 6) Previous objective removed from Plan - '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.' In a complete "U" turn the LAP is now in fact proposing a road into the park to facilitate a major housing development at Black Avenue. This change is despite 1021 submissions in 2017 regarding protection of St Catherine's Park from road development. To totally ignore the people is dictatorial and undemocatic. 7) The Draft LAP makes no specific provision for • A swimming pool site. • A civil building with theatre or performance space. • Homes for the elderly/retired – 25% of Leixlip population 55+ • Affordable homes. • Social housing. • A Sensory Garden. • Charging points for electric vehicles. • Adequate parking in the village, train stations or the proposed new Confey development. • Maintaining existing estates, green areas or new developments. • Improving and maintaining the existing water, waste & power supply infrastructure which is aging and faulty. We have witnessed the power cuts, water leaks and ongoing stench in the middle of our town from the existing systems. The Primary Care Centre - location in Collinstown is not suitable to stakeholders – young, old and infirm and without transport. A location central to the town and on a public transport route is critical

In addition, nothing included to deal with work that volunteers, residents associations, tidy towns and individuals are doing with little or no support from KCC.

8. The National Planning Framework states that development will be achieved through infill and Brownfield development rather that an over-reliance on greenfield, edge of town development. The LAP as proposed does the opposite. We have a large Brownfield option at the HP site that should be used to resolve the current and future housing requirements of the town. This site already also has access to the motorway system.

9. The failure to deal with existing problems within the town and provide the required infrastructure upgrades in advance of any new development shows total lack of appreciation of the current problems the town faces and disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments.

10. The plan does not adequately factor in the major expansion of Intel's impact on our existing transport infrastructure.

11. Any plan for Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification.

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 Draft Plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and Public transport facilities. Any development of Celbridge and Maynooth has a negative knock on impact on Leixlip as our road, bus and rail infrastructure as designed results in passengers and motorists being already in the system before the vehicles reach or pass through our town. The ability of Leixlip residents to access the N4, bus and rail system is already affected by the scale of the exiting populations in Celbridge and Maynooth without any further development of these towns.

12. In all instances once the developers get planning permission they will look to increase the densities to the max and therefore the total numbers are underestimated. In reality the combined new build will double the size of the residential areas in north Kildare. The numbers in the plan are very misleading in regard to the actual size of the development. The current situation at Wonderful barn and Westfield are live examples of this type of developer opportunism.

13. 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.

14. 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.

15. MT1.4 No ecological analysis has been completed on the effects of this LAP.

16. The towns historical / future flooding risks have been clearly identified. The LAP has no on-site flood risk analysis completed. No criteria offered to show what scale or nature of a development will warrant an on-site flood risk analysis.

17. The proposed expansion of housing in particular is completely out of line with the actual local demand.

18. The cost of the housing units in this LAP will make the vast majority of the properties on offer outside the reach of the local population.

19. The LAP is being proposed to solve a housing issue in Dublin by putting a disproportionate housing expansion into one of the finest towns in county Kildare.

20. 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. The LAP is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Leixlip.

21. This proposed LAP does not respect the setting of the subject lands both in terms of design and scale.

22. This proposed LAP opens up the possibility of further encroachment into the adjacent farmlands, parks and private estates for future development.

23. 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.

24. The LAP will destroy a Strategic Open Spaces that forms part of the green corridors in Leixlip and the surrounding area.

25. This proposed LAP will destroy 'Key' Green Infrastructure areas (as well as their associated habitats) in our town.

26. Many of the areas original features – trees, hedgerows and grasslands are being removed in this plan which is contrary to the council's own policies.

27. The LAP provides no road links to M4 or M3 and no plans in place to deliver same.

28. The combined additional traffic from this LAP will bring up to 5000 additional vehicles on to the local streets which are already experiencing traffic congestion at peak commute times and school start and finish times.

29. The LAP will have very negative impact on traffic flow through Main Street and all the local road network in the Leixlip area.

30. This LAP will cause massive increases in pollution and increased noise levels in our town.

31. The draft LAP only provides a preliminary design guide for the future development of lands. The requirement by ministerial order is to provide a master plan.

32. The LAP proposes pedestrian/cycle rotes through out the town. The design and scale are unknown. The knock-on effect on existing residents will be very negative creating a flow of activity into settled residential areas that is unwanted and provides no benefit to the people living in these areas. These proposals will also result in loss of green areas to path / cycle ways. The overlooking of existing homes in close proximity is also a serious issue for residents. No proposal should be considered that facilitates anti-social behaviors and easier entrance and exit for criminals to the existing residential areas bordering the proposed new development areas.

33. The LAP will have negative impact on residents in existing estates as they are exposed to through pedestrian and cycle traffic from new developments which is being routed through their estates. This will completely alter the current environment in which residents have been living for many years and undermine their property values and way of life.

34. This LAP will have a very negative impact of the value of existing properties as it will offer new incentivized alternatives to persons looking to move into the town thereby undermining the value of existing secondhand homes which are subject to stamp duty.

35. Ministerial decision 6th Mar 2018 - "The revised Draft Leixlip Local Area Plan shall be published not later than 6 months following the issuing of a Direction." Provided more than a year later – Breach of timeframe so the council are in fact operating ultra vires.

36. The draft LAP proposes phasing/sequencing programme to enable & ensure adequate infrastructure is provided alongside new development. The actual detail in the draft provides no assurance that this development will in fact take place in tandem with the required infrastructure being put in place.

37. Lands will be reserved for the provision of various facilities with no commitment to actually provide anything.

38. Previous experience tells us that the housing element which is developer funded will be constructed and the new community will then have to fight a rear guard action for decades to get the required infrastructure to match the needs. This is totally unacceptable.

39. Multiple infrastructural aspirations are included with no firm commitment of funding identified to deliver same. The plan itself clearly identifies a key to achieving the delivery in a coherent and sustainable manner is the timely delivery of critical supporting infrastructure. The LAP without a guaranteed funding steam is unfortunately not a plan that can deliver this infrastructure, its simply a wish list.

40. The LAP is "Encouraging a strong night time economy and presence of residents outside of work hours". Leixlip is a residential area that has very limited night time activity outside of the main street. Residents generally wish to go to bed at night. Why do the planners think we need strong night time activity and residents on the streets at night. This is not Paris. Leixlip is a town that people live and work in and no demand is evident to turn it into the "Temple Bar" of Kildare with all its associated antisocial problems.

41. This plan does not harmonise with or enhance the existing built and natural environment of Leixlip.

42. The required compulsory purchase of long term residents homes to facilitate the new street does not even warrant a mention and will be resisted strongly by both the individual families and residents generally.

43. The availability of trains, the capacity of the rolling stock , the frequency of the trains , the usage levels that are currently in play and are all matters that are straining the existing train service. People will only use trains if they are available, comfortable, on time, travelling to locations they wish to go, clean, have adequate seating, high quality WIFI, are priced competitively, within short walking distance of their homes and facilitated by adequate free parking. The current and proposed future situation meets none of the criteria that will encourage and ensure high volume usage of the rail service.

44. The park and ride facility will not be close enough to the train station to encourage use particularly during inclement weather. To have a max 50 spaces is ridiculous and an area of at least 400 spaces would be required. Currently train users are parking outside peoples homes in Glendale and other adjacent estates from early morning until late evening. which is the source of ongoing inconvenience to the residents.

45. The plan does not provide the conservation plans for archaeology sites of interest in the town.

46. The future expansion of the Dart will not be within the timeframe of the development plan and therefore no development based on an upgraded high quality train service should proceed until the completion of the upgraded service.

47. The LAP is proposing development at a scale and height that is totally out of line with the character, current built and natural landscape in our town.

48. The lack of commitment in the documentation is a major problem that undermines the entire plan. The suggestion is that (LAP) & (UDF) must work simultaneously in order to improve access to this new development area and the wider Leixlip area as part of the future development of the strategic road network for the entire area. Unless the road and other network is committed or in place to allow more development proceed will be disastrous for the town and the entire area.

49. Some elements in the Leixlip Local Area Plan are regarded to give rise to
adverse effects on the integrity of European Sites.

50. The LAP suggests a minor extension to the south and west c. 1 acre of our existing cemetery. I submit this has no merit the until the problem of flooding is rectified.

51. The LAP includes new public parks. This could be welcomed but we already have issues with the maintenance and upkeep of St. Catherine's Park. These issues are unresolved with after 20yrs where is funding for the upkeep of these new parks.

52. The LAP identifies serious potential impacts to
• Rye Water Valley
• Disturbance to habitats and species associated with the Rye Water
• River Liffey pNHA through habitat loss and disturbance
• Underlying hydrological conditions and tufa springs

53. The KCC SEA Environmental Report indicates the LAP has potential
significant negative effects on
• local services and utilities- such as water supply and wastewater infrastructure and electricity demand.
• air quality, noise and climate- due to increased emissions & pollution
• features of archaeological and architectural heritage,

• biodiversity, ecological, land and soil
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54. The back land regeneration off the main street should be used to solve the towns parking deficit, provide a primary care centre and locate some homes for the elderly.

55. The provisions for childcare are totally unsatisfactory for either the current of future population of the town.

56. Future present and generations will thank Kildare County Councillors for taking on board the genuine concerns of the Leixlip population and altering this Draft plan to bring the scale of this development to a level that matches the actual demand for our town and not the greater Dublin area. We need to provides realistic possibility of the next generation of Leixlip natives acquiring homes in our town. Building homes that are unaffordable will do nothing to help the younger residents of this area should they decide to put down roots in our town.

57. I submit that should any development go ahead no construction traffic is allowed use the Captains Hill or Celbridge roads.

58. In summary the requirement for Leixlip is to have a plan that deals with the issues already facing the town as its 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. Leixlip is a beautiful place that is very sought after as a location for people to live. Its 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 communities natural expansion requirements not aim at a number just to satisfy a strategic policy that is very distant from the residents of Leixlip who are the primary stakeholders in our town.

Name	Nicola, Jackson
Enter your submission here	1. Confey is strategically located within the Dublin Metropolitan area. The Urban Design Framework has no actual Master Plan as directed by Minister Damien English. This Key Development Area is a major urban expansion into the adjacent grasslands on the Northern perimeter of our town that is being justified on the basis of regional figures and proximity to a rail line. The scale is way in excess of any demand locally and will negatively impact on the current residential population both during its construction and once occupied. 2. The National Planning Framework states that development will be achieved through infill and Brownfield development rather that an over-reliance on greenfield, edge of town development. The LAP as proposed does the opposite. We have a large Brownfield option at the HP site that should be used to resolve the current and future housing requirements of the town. This site already also has access to the motorway system. 3. The failure to deal with existing problems within the town and provide the required infrastructure upgrades in advance of any new development shows total disregard for the people of Leixlip and for the problems that will be visited on any new residents moving into the new developments. 4. The plan does not adequately factor in the major expansion of Intel's impact on our existing transport infrastructure. 5. MT3.8 purports to ensure that any significant new development takes place in proximity to public transport routes and can be adequately served by the road network This objective is being completely ignored by the proposed new KDA at Confey. 6. The proposed works to Cope bridge to provide two way traffic will make the situation worse for residential areas located east and west of Captain's Hill and lead to further congestion at these pinch points during peak times. In particular it will have a negative impact on accessibility from the existing estates and lead to more congestion at the bottom of Captain Hill. It will also result in loss of Hedgerows and green areas at Glendale. Connectivity via Captains Hill to schools and local shopping will be a nightmare for residents in existing estates due to increased volumes of traffic.

7. Any plan for Leixlip cannot be considered in isolation as the town forms part of the greater north Kildare area that includes the sister towns of Celbridge and Maynooth. The combined development proposed for the towns is absolutely without justification.
Current Residential Homes Planned Increase
Leixlip 5219 8534 (+3315) + 64%
Celbridge 6544 9794 (+3250) + 50 %
Maynooth 4674 8216 (+3542) + 76%
Total 16,437 26,554 (+10,107) + 62%

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) +46%
The Draft Plan does not reflect or acknowledge the complexity of towns the size of Celbridge, Maynooth and Leixlip lying in such close proximity to each other and sharing the same road networks and Public transport facilities. Any development of Celbridge and Maynooth has a negative knock on impact on Leixlip as our road, bus and rail infrastructure as designed results in passengers and motorists being already in the system before the vehicles reach or pass through our town. The ability of Leixlip residents to access the N4, bus and rail system is already affected by the scale of the exiting populations in Celbridge and Maynooth without any further development of these towns.
8. In all instances once the developers get planning permission they will look to increase the densities to the max and therefore the total numbers are underestimated. In reality the combined new build will double the size of the residential areas in north Kildare. The numbers in the plan are very misleading in regard to the actual size of the development. The current situation at Wonderful barn is a live example of this type of developer opportunism.
9. This proposed development 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 town’s 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.
10. The Strategic Transport Assessment for Confey delivered a number of road infrastructural options. No decision has been made regarding any of these options despite the pivotal importance of them to the entire Local Area Plan.
11. 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.
12. Irish Water is currently undertaking studies to prepare a Drainage Area Plan (DAP) and model for the Leixlip area. The delivery of the LAP at Confey in accordance with the Urban Design Framework for these lands will require the cooperation of Irish Water. No agreement is in place with Irish water.
13. This development is contrary to the MASP which clearly states "The integration of transport and land use planning with significant new housing development to be focused at locations proximate to high quality public transport, especially rail access, that is easily accessible to existing local infrastructure such as schools, and local services such as neighborhood centers, in the interest of a sustainable pattern of urban development; ". The existing rail and public transport system cannot be considered high quality by any yardstick and are in fact currently being reviewed with a strong possibility of service reduction rather than improvement.
14. MT3.11 No Traffic Impact Assessments (TIA) has been completed for this KDA.
15. I refer to the RPS Report (Outline Transport Assessment for the Developments of Lands at Confey) this was completed at the request of KCC in November 2016 and was incorporated as part the original LAP. Subsequently this LAP was redrafted due to boundary issues with the report left out. Nothing has changed in relation to these lands since this report was completed which referred to no more than 250 houses should be built on these lands with the upgrading of Cope bridge.

Protected structures, are part of this development with no plan as to how they will actually be protected.
The groundwater in this area described in the Lap as highly vulnerable with sections of extreme vulnerability. This plan requires a detailed underground and over ground site analysis. No detail is provided of what this analysis will entail, when it will be completed, who will undertake same, what level of expertise they will have and what will done with the findings. Groundwater in the this area is predominantly moderately vulnerable. The objective of the LAP is to encourage protecting these resources from further deterioration with no commitment to improvement works.

18. MT1.4 No ecological analysis has been completed on the effects of this proposal.
19. The Confey historical / future flooding risk has been clearly identified. The LAP has no on-site flood risk analysis completed. No criteria offered to show what scale or nature of a development would warrant an on-site flood risk analysis.
20. This KDA is facilitating large residential development of at least 1350 units for which there is little or no local demand.
21. The cost of the housing units in this development will make the vast majority of the properties on offer outside the reach of the local population.
22. The development is being proposed to solve a housing issue in Dublin by putting a disproportionate housing expansion into one of the finest towns in county Kildare.
23. This proposed development 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. The KDA is in fact threatening and destroying natural heritage, high quality amenity areas and other green spaces in the Confey area.
24. This proposed development does not respect the setting of the subject lands both in terms of design and scale.
25. This proposed development opens up the possibility of further encroachment into the adjacent farmlands for future development.
26. This proposed development 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.
27. The development will destroy a Strategic Open Space that forms part of the green corridor between Leixlip and Dunboyne.
28. This proposed development would destroy one of the most important or 'Key' Green Infrastructure areas (as well as their associated habitats) in our town.
29. Many of the areas original features – trees, hedgerows and grasslands are being removed in this plan, which is contrary to the council's, own policies.
30. The LAP provides no Road link to M4 or M3 and no plans in place to deliver same.
31. The combined additional traffic from this KDA and other KDAs will bring up to 5000 additional vehicles on to the local streets which are already experiencing traffic congestion at peak commute times and school start and finish times.
32. The development will have very negative impact on traffic flow through Main Street and the entire local road network in the Confey area.
33. This development will cause massive increases in pollution and increased noise levels.
34. The development will destroy hedgerows, exiting trees and grasslands.
35. The draft LAP only provides a preliminary design guide for the future development of lands. The requirement by ministerial order is to provide a master plan.
36. The development proposes two-pedestrian/cycle bridges at Glendale & River Forest. The design and scale are unknown. The knock-on effect on existing residents will be very negative creating a flow of activity into settled residential areas that is unwanted and provides no benefit to the people living in these areas. These proposals will also result in loss of green areas to path / cycle ways. The overlooking of existing homes in close proximity to the bridges is also a serious issue for residents. The scale of these bridges will negatively affect both the existing skyline and general visual aspect of these areas. These routes will also facilitate the criminal fraternity looking to visit the homes on both sides of the bridges. No proposal can be considered that facilitates anti-social behaviors and easier entrance and exit for criminals to the existing residential areas bordering the development area.
37. The proposal will have negative impact on residents in River Forest, Glendale, Glendale Meadows, Newtown, Avondale, St Mary's Park, Mill Lane and Ryevale Lawns as they are exposed to through pedestrian and cycle traffic from this development which is being routed through their estates. This will completely alter the current environment in which residents have been living for many years and undermine their property values and way of life.
38. This development will have a very negative impact of the value of existing properties, as it will offer new incentivized alternatives to persons looking to move into the town thereby undermining the value of existing secondhand homes, which are subject to stamp duty.
39. Ministerial decision 6th Mar 2018 - "The revised Draft Leixlip Local Area Plan shall be published not later than 6 months following the issuing of a Direction." Provided more than a year later – Breach of time frame so the council are in fact operating ultra vires.
40. The draft LAP proposes phasing/sequencing programme to enable & ensure adequate infrastructure is provided alongside new development. The actual detail in the draft provides no assurance that this development will in fact take place in tandem with the required infrastructure being put in place.

Lands will be reserved for the provision of educational facilities, a new community hub to include a community building/civic space, car parking and an extended cemetery. No commitment to actually provide anything.

42. Previous experience tells us that the housing element which is developer funded will be constructed and the new community will then have to fight a rear guard action for decades to get the required infrastructure to match the needs. This is totally unacceptable.
43. Multiple infrastructural aspirations are included with no firm commitment of funding identified to deliver same. The plan itself clearly identifies a key to achieving the delivery of this new neighbourhood in a coherent and sustainable manner is the timely delivery of critical supporting infrastructure. The plan without a guaranteed funding steam is unfortunately not a plan its simply a wish list.
44. The plan is "Encouraging a strong night time economy and presence of residents outside of work hours". Confey is a residential area that has very limited night time activity as residents generally wish to go to bed at night. Why do the planners think we need strong night time activity and residents on the streets at night. This is not Paris. Leixlip is a town that people live and work in and no demand is evident to turn it into the "Temple Bar" of Kildare with all its associated antisocial problems.
45.This plan does not harmonise with or enhance the existing built and natural environment of Confey. The existing environment in this area is grassland and one-off houses. The required compulsory purchase of long term residents homes to facilitate the new street does not even warrant a mention and will be resisted strongly by both the individual families and residents generally.
46.The availability of trains, the capacity of the rolling stock , the frequency of the trains , the usage levels that are currently in play and are all matters that are straining the existing train service. People will only use trains if they are available, comfortable, on time, travelling to locations they wish to go, clean, have adequate seating, high quality WIFI, are priced competitively, within short walking distance of their homes and facilitated by adequate free parking. The current and proposed future situation at Confey ticks none of the boxes that will encourage and ensure high volume usage of the rail service.
47. The park and ride facility according to the LAP will be within the new development. This area will not be close enough to the train station to encourage use. To have a max 50 spaces is scandalous and an area of at least 400 spaces would be required. Currently train users are parking outside peoples homes in Glendale from early morning until late evening. This will certainly not alleviate the existing problem with parking in estates for residents.
48. The plan does not provide the conservation plans re Confey graveyard and archaeology sites of interest in the area.
49. The location, scale and identity of the Confey development lands within the framework are apparently to take into account the presence and proximity to the rail line and the future DART expansion programme. The mere proximity to rail line is no basis for anything. The plan is presuming that the future residents will predominately want to travel on the line. In reality the new residents will want to commute in a multi directional radial route system which simply means the existing road infrastructure will be absolutely overloaded. The future expansion of the Dart will not be within the time frame of the development plan and therefore no development should proceed until the completion of the upgraded service.
50. The plan is proposing building heights within the identified higher density lands shall generally provide for 3 to 4 storey buildings but with options to go up to 5 storeys. This scale and height is totally out of line with the character, current built and natural landscape.
51. The lack of commitment in the documentation is a major problem that undermines the entire plan. The suggestion is that (LAP) & (UDF) must work simultaneously in order to improve access to this new development area and the wider Leixlip area as part of the future development of the strategic road network for the entire area. How long will this take? Unless the road and other network is committed or in place to allow more development proceed will be disastrous for the town and the entire area.
52. The plan includes the removal and relocation of the sporting and social heart of our community Confey GAA. It suggests providing new sporting facilities for Confey GAA to the north west. No detail is outlined of what exactly will be provided, how or when this alternate facility will be in place. The impact to the existing community will be negative as it will be further away and will not be within ease of walking distance for people who use this as a social hub at present. Loss of employment as Excape Gym would also be affected.
53. If any relocation of our existing playing pitches is to take place the solution is surely to relocate the pitches to the field directly behind the club house described as residential area 5 .This would retain the Club house etc in the existing location while freeing up the pitches if required for sensitive low rise housing and adequate park and ride at the western end of the site.
54. The plan suggests a minor extension to the south and west c. 1 acre of our existing cemetery. I submit this has no merit the until the problem of flooding is rectified. The existing cemetery is built on underground springs and has caused major concern for people burying loved ones. The graves as well as the area are waterlogged during prolonged spell of rain and this needs to be addressed immediately before embarking on adding to the problem.

55. The plan includes a new Public park. A new park will be welcomed but we already have issues with the maintenance and upkeep of St. Catherine's Park. If we cannot get the issues resolved with our existing park after almost 20yrs where is funding for the upkeep of this new park. The upkeep and grass cutting is left with the local Confey Soccer and GAA to maintain.
56. Future generations will thank Kildare County Councillors for taking on board the genuine concerns of the Leixlip population and altering this Draft plan to bring the scale of this development to a level that matches the actual demand for our town and not the greater Dublin area. We need to provides realistic possibility of the next generation of Leixlip natives acquiring homes in our town. Building homes that are not affordable will do nothing to help the younger residents of our town should they decide to put down roots in our town.
57. I submit that should any development go ahead no construction traffic is allowed use the Captains Hill.
58. In summary the requirement for Leixlip and Confey is to have a plan that deals with the issues already facing the town as its stands rather than looking to expand. Expansion as set out in the Draft LAP will make the existing and future situation far worse. Leixlip and Confey are beautiful places that are very sought after locations for people to live. It's critical that sympathetic and innovative planning takes place with adequate infrastructure provided to support same. The scale should match the communities' natural expansion requirements not aim at a number just to satisfy a strategic policy that is very distant from the residents of Leixlip who are the primary stakeholders in our town.

Name

Raymond, McGrath

Enter your submission here

Submission
RE: Leixlip Demesne 355 Houses Proposal and the Proposed Pedestrian cyclist access through Wogansfield, Leixlip, Co Kildare.
(The Draft Leixlip Local Area Plan (L.A.P.) 2020 – 2026)

"Extremely Serious Safety Concerns"

To whom it concerns,

Regarding this proposed development and its effect on Wogansfield, Leixlip, Co. Kildare.
It is without prejudice as a person, familiar with (Being a resident) and someone who has analysed the laneway, I wish to make the following extremely significant points.
This proposal would be entirely unsuitable and a catastrophic failure in planning if it was allowed to proceed.
The most basic levels of consciousness, reasoning, respect and logic, would enable people to see what a dangerous proposal this is.
The interest of the Developers should not be put in priority to protecting the safety of Children and Adults and the Rights of the Residents of Wogansfield, Leixlip Co. Kildare.
It would have to be highlighted at a National level if approved.

Safety of Children
Serious risks to the safety of Children and adults (A single residential laneway with a proposed increase in pedestrians walking through it)

The Single laneway of Wogansfield in Leixlip, Co. Kildare:
It is already difficult to enter and exit from any driveway on the lane and requires considerable care and attention which may not be in the conscious consideration of Drivers, driving vehicles through the vicinity.
Vehicles may also travel up or down the lane at a higher speed than they should to reach the end of it after dropping people off at the proposed new opening at the end of Wogansfield causing an extremely dangerous scenario.

Risks of being knocked down by vehicles:
• There would be an increase in children playing above the current number due to the proposed opening at the end of the lane if this proposal were to be approved.
• Risk to the Safety of Pedestrians including Children and Cyclists when Cars, Jeep or Vans come out of each Driveway.
• Risks to Children who may also start to play in Wogansfield with an increased risk of being hit by a car, jeep or van.
• There would be an increase in vehicle traffic with drivers or taxis dropping people off where the proposed new access would be at the end of Wogansfield. Small children stepping out from anyone of the driveway entrances at any given time could be hit by a passing vehicle.
• Vehicle Collison Risks due to Cars being delayed getting in and out of driveways by having to keep letting Pedestrians go, which will Cause a Pile up as well as Cars coming down the lane off Celbridge road having to stop to let people by, which increases the risk of cars crashing into the back of other cars on the Celbridge road at the Maxol Petrol Station.
• More people walking down Wogansfield will increase the risk of one of the vehicles exiting a driveway hitting a person, this proposal is simply totally unsafe. Additionally, the cars have to slowly edge out onto the laneway for fear of hitting a passing vehicle on the laneway as it is, not including the proposed changes

Children playing on both sides of the laneway could be knocked down by one of the following:
• Cars
• Oil delivery Trucks
• Bin Disposal Lorries
• Delivery trucks and vans
• Lorries and vans transporting Construction equipment and materials during this proposed construction project.
• Construction vehicles

Increased Traffic related - Vehicle Collision risks

Currently Near misses are not at all uncommon:
Traffic trying to Squeeze down a narrow laneway, which is over 115 years old approximately.

Due to increased vehicular traffic, a greatly enhanced risk of there being an accident is highly likely.

Vehicles Entering and Exiting driveways
It is already difficult to enter and exit from any of the driveways in Wogansfield.
A greatly increased risk of collision would be the likely outcome if permission was granted for the proposed development.

Common occurrences on the laneway:
Cars having to reverse on a daily basis when meeting cars driving in the opposite direction. This includes reversing back down the lane to allow other cars to enter the lane.

Privacy
The Privacy of homes in Wogansfield:
This proposal would lead to a Loss of privacy and an increase in noise from vehicles and people passing by.

Anti- Social Behaviour Risks/Security Risks

Risk of Anti- Social behaviours in a confined area
The number of Individuals returning home from Pubs or Night Clubs, who may gather and cause disruption, would likely increase as a result of this proposal. Wogansfield could be turned into an Anti- Social behaviour nightmare. There would also be a resulting increase in noise as a result there would be Disruption to sleep due to this increased noise and Antisocial behaviours/ Noise from Pedestrians and Bicycles.

Devaluation of Properties in Wogansfield
As a result of the effects of this proposal properties in Wogansfield would be devalued

Summary
This is highly dangerous proposal when viewed through the use of a Logical, Reasonable Risk Assessment and Safety Management and Human factors.
The risks can be seen by direct observation, given the narrow/one car width of Wogansfield and the vehicles coming out of each driveway onto the lane.
It would be highly questionable decision making on the part of Kildare County Council to allow this access through Wogansfield to occur and these risks to then develop.
It would raise questions publicly about the Safety standards and Considerations of Kildare County Council and its Senior Management.
Accountability would have to be sought; this is a matter of Public importance.
If this proposal is approved and an Accident occurs or Anti-Social behaviour occurs it would have to be referred back to the very people who approved the plan, as this submission as of the above date was raised and Kildare County Council are being made aware of it.
The people, their decisions and actions should not be allowed to create the issues described in this submission without further action being taking.
The Directors of these development Companies should consider Safety, They will be reported under Company Law, If this proposal is approved.
The Councils considerations of how these Companies are being operated will also be questioned
This submission should serve as very clear notice to Kildare County Council to not allow access through Wogansfield to go ahead.

Yours Sincerely,
Raymond McGrath (Wogansfield Resident)
Email: rmeire@eircom.net

Name	Patricia, Farrell
Enter your submission here	Leixlip cannot have any more houses build, the congestion of roads, bad roads and poor transport services are already being pushed to the limit. Leixlip is a village with already dreadful facilities so it's not feasible to try and turn it into a big urban sprawl.

Name	Helen, Malone
Enter your submission here	Widen or change bridges in area, cycle and walk lanes everywhere, get intel or kcc to widen and cycle lanes in KELLYSTOWN LANE in particular.

Name	aidan, jordan
Enter your submission here	The close proximity of the planned new development of houses to the reservoir is a serious worry, especially considering the warnings issued by the ESB themselves - as you can see from the attached photos, the reservoir is clearly seen on the plans

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that other bathing areas in the Dun Laoghaire-Rathdown area, such as White Rock and Killiney Beach continue to be open and are safe for swimming.

Irish Water said due to adverse weather conditions during a yellow weather warning, which saw heavy rainfall in the Dublin area, there was a storm water overflow from Ringsend Wastewater treatment plant. As a result, Dublin City Council, in consultation with the Health Service Executive, put a bathing prohibition notice in place at Dollymount beach on Monday. This was lifted yesterday following laboratory analysis.

ESB warning over reservoir dangers

The ESB is reminding the public of the dangers of swimming in any ESB reservoir due to the risk of uneven ground, deep waters, changing water levels and fast-flowing waters. These waters include reservoirs at Poulaphouca and Golden Falls, Co. Wicklow, Leixlip, Co. Kildare and Inniscarra and Carrigadrohid, Co. Cork.

The good weather is set to carry on into the weekend, with temperatures soaring into the mid-20s.

This KDA measures approximately 12.8ha and provides for 10.1ha of 'Residential' zoned lands alongside a new community park and amenity walk covering an area of c. 2.8ha.

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Figure 12-2 Celbridge Road East KDA

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Name	Cliodhna, Jordan
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This KDA measures approximately 12.8ha and provides for 10.1ha of 'Residential' zoned lands alongside a new community park and amenity walk covering an area of c. 2.8ha.

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Figure 12-2 Celbridge Road East KDA

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Name	Kathleen, Molloy
Enter your submission here	Confey gaa not to be relocated

Name	Brid, Kenny
Enter your submission here	To whom it may concern, I wish to make the following submission regarding the proposed LEIXLIP LOCAL AREA PLAN 2020-2026 According to the CONFEY URBAN DESIGN FRAMEWORK (Appendix A), it states on p10 that: "The location of Confey GAA centrally within the subject lands and within close proximity to Confey Railway Station has been identified as being an underutilisation of these strategic lands. It is proposed to relocate the existing GAA lands facility to a larger site further north and in close proximity to the proposed 'Community Hub' ensuring ease of access." Firstly, Confey GAA is an already existing amenity in the heart of the community. It is currently within walking distance for the residents of Riverforest, Glendale, Newtown and Avondale. Most importantly, it is within walking distance for both for young and old, for children attending training and for local primary school students to do PE. To state that the location of Confey GAA is "underutilised" is an insult to all the families involved in setting up the club, developing it, and running it for the past 30 years. The wording of "underutilisation" also shows the lack of regard for such amenities and places zero value on the voluntary time and effort given to campaigning and fundraising for the club. Kildare County Council did not put this facility here. The community did. Furthermore, moving the GAA club further north takes this amenity not only out of our community but indeed out of its own county! The statement also ensures "ease of access". But to whom? I welcome the proposal of a new "community hub" in the plan, but do not take away already existing ones. Other Key issues relating to the LAP: - The new development in Confey proposes widening Cope Bridge for two-way traffic. This would mean losing the green, recreational areas and hedgerows in Glendale, Newton and Avondale. It would also result in increased traffic coming into Leixlip Village, which is already seriously congested at peak times – a bottleneck from a newly-widened bridge to the village, making it even more difficult for the residents of Glendale, Riverforest and Avondale to exit their estates. Has a 'Traffic Impact Assessment' been conducted in relation to this? - The protection of St. Catherine's Park. In 2017, 1021 submissions were made and Kildare County Council aimed "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". This appears to have been removed from the plan and in a complete U turn, the council is now proposing a road into the park to facilitate a major housing development at Black Avenue. The plan should seek to protect, preserve and develop St. Catherine's park as a public amenity. NOT PRIVATE HOUSING. - It is important to protect, enhance and further develop green areas in Leixlip, such as St. Catherine's park, the Black Avenue and Leixlip Castle Demesne. These are shared spaces for amenity, recreation and biodiversity. The LAP should ensure that key trees, woodlands and high value hedgerows are maintained. The LAP itself states the following issues: - Rail transport system is already under pressure. - Secondary schools are at full capacity. A primary school is proposed but no location is determined for this. - Negative effects on air quality, noise and climate – due to increased emissions and pollution - Negative effects on biodiversity, ecological land and soil - Negative effects on human health and amenities.

- Negative effects on local services and utilities – water supply and electricity demand

In the LAP, provisions should also be made for the following:
- A swimming pool.
- A civil building with theatre or performance space.
- Homes for the elderly/retired – 25% of Leixlip population 55+
- Affordable homes.
- A Sensory Garden.
- Adequate additional parking in the village and train stations
- Maintaining existing green areas, hedgerows and woodlands for biodiversity and recreational use.
- Improving and maintaining the existing water, waste and power supply.
- Infrastructure which is aging and faulty before approving more houses.
- Maintain our natural heritage sites, high quality amenity areas and green spaces throughout Leixlip.

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Submission_to_Leixlip_Area_Plan.docx

Submission_in_regard_to_the_Draft_LAP_for_Leixlip.doc

Name

aidan, jordan

Objection to:

KDA - Celbridge Road East 365 housing units

2019:

Enter your submission here

This year marks a great opportunity in The Leixlip Draft Area Plan 2020-2026 to protect the walled area proposed by Kildare Development Plan KDA Celbridge Road East, which is part of Leixlip Castle Demense. A Demense this year celebrates 847 years.

It is by no accident in the Leixlip Development plan that under the section Record of Protected Structures, 18 of these protected structures are part of Leixlip Castle Demense, this represents the huge efforts made by Desmond Guinness to protect Leixlip heritage.

In honor of Desmond Guinness who has devoted his life to protecting architecture and environment for our future generations to enjoy and use for tourism and social use. We should zone area KDA 1 Celbridge Road East in Leixlip Development Plan as parkland and with a footbridge over the motorway at The Wonderful Barn can link up with Castletown Demense. I propose that we call this new park; The Desmond Guinness Park.

Leixlip Castle 1172

Adam de Hereford, one year after the Norman Invasion of Ireland, built Leixlip Castle in 1172.
One of the oldest inhabited Castles in Ireland (847 years).
1185 King John, Lord of Ireland used Leixlip Castle as a hunting base.
1316 it withstood a 4-day siege by Edward Bruce's army.
1567 purchased by Judge Nicholas White whose family remained living there until 1728.
From 1728 William Conolly of Castletown house took ownership and so began the long connection with Castletown house. The house was rented out to many famous people:

- Archbishop Stone, the protestant primate
- Viceroy Lord Townshend
- Lord Waterpark
- Baron de Robeck

1920's it became the residence of the first French ambassador to the Irish Free State.
1945 William Kavanagh
1958 The Hon Desmond Guinness who still resides here.

The Hon Desmond Guinness

Born 1931 and residing at Leixlip Castle to date. Well-known historian, writer and conservationist.
1958 he co-founded the revived Irish Georgian Society with his then wife Mariga Guinness (1932-1989). Mariga Guinness is buried at Connolly's Folly, Leixlip.
1960 Desmond Guinness wrote in the Irish Georgian Society's Spring bulletin, "We are the only country in Europe that has not yet developed its architecture as a tourist asset"
1962 Connolly Folly preserved.
1967 Castletown House purchased by Desmond Guinness for €93,000 and transferred it to the state in 1994.
1970-1980's The Irish Georgian Society managed to preserve Dublin's Mountjoy Square. "These decades witnessed concerted efforts on the part of the Irish Georgian Society led by Desmond & Mariga Guinness and John & Ann Molloy41, to arrest the acquisition and intended demolition of the townhouses by the Gallagher Group." (http://www.dublincity.ie/sites/default/files/content/RecreationandCulture/DublinCityParks/NewsEvents/Documents/MountjoySquareConservationPlanHistoricLandscapeStudy.pdf)
1970 The Irish Georgian Society purchased Roundwood House, Co Laois and continued its restoration.
1974 The Irish Georgian Society helped the restoration work on Damer House, Co Tipperary.
1971 Doneraile Court, Co Cork and outbuildings were leased to The Irish Georgian Society and began restoration.
Other notable buildings preserved by The Irish Georgian Society are Tailor's Hall, Dublin (http://archiseek.com/2010/1706-tailors-hall-high-street-dublin/) and St Catherine's Church (http://archiseek.com/2009/1769-st-catherines-church-thomas-st-dublin/)

Leixlip Castle and its remaining estate should be turned into a parkland similar to Castletown estate in Celbridge which Desmond Guinness saved from ruins in 1967. Future generations will thank Kildare County Councilors for saving this vital historical estate that will add greatly to the tourism potential of Kildare and the the Guinness history.

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Name	Ann, Field
Enter your submission here	As my main point, I would request the addition of the wording already agreed by 40 Councillors put forward by Mgt to protect St Catherine's Park from a road going through it. This agreed protective statement is omitted from the new version of the LAP. In May 2017, with little time for rallying, we had over 1.5k people walk peacefully through this park to protect it from a road. The Kildare parkland is at present in poor condition. It is due to be dug up again for Irish Water to lay 3 additional pipelines, one for Intel and 2 pumping toward Blanchardstown facilities. We can take this upheaval as it is temporary. We will not take a road as it is NOT temporary. Any encroachment onto St. Catherine's Park will not be tolerated by Leixlip people, nor park users from far and wide. PLEASE include this protective wording in this LAP and in all present and future plans. Please also let other interested institutions know of this protective statement when they make proposals which include a road through our park. Any traffic solution should not be placed in a public regional park. Please take a look at TII Enhancing Motorway Operation Services M50 Resilience between M50 N4 and their Scoping Studies & Potential New LInk Routes; These have serious implications for St. Catherine's Park. This report specifically involves the Kildare parkland. Of 11 proposed routes, 4 go to Junction 5 of the N4. These go through St. Catherine's Park! The same park 40 Kildare County Councillors unamously voted to protect. This was agreed by Kildare County Council Management. You need to lodge an emphatic refusal to allow these considerations/proposals go ahead to a point where may become a reality. No burying heads in sand here. The need to speak up is great. Within the listing of the routes through the park, it is not always stated that these proposed routes would involve not only a huge expensive and expansive bridge over the river Liffey, but also an extremely high road over the existing (soon to be electrified) rail line, the Royal Canal and road. The inclines required on both sides of these two bridges into St. Catherine's parkland would be extremely invasive, an environmental disaster, a blight on the health of humans living in the area and using the park not to mention an eyesore. The creation of the dank underlying area is liable to attract bad behaviour such as dumping, drinking etc. The sheer intimidation to people passing beneath the enormous monstrosity of its underbelly would be too intimidating. *As a huge request, please, give reflective thought as you remember the recent event attached to this park and use your judgement wisely when dealing with St. Catherine's Park. This is a Regional park on the same level as st Stephen's Green and deserves the same protection. I think the Council should be making a huge effort with St Catherine's Park, develope it into a peaceful, comforting, contemplative place where we feel safe. Give us beauty, give us harmony, give us pretty flowering grasslands. A place to be proud of. This park is vital to Leixlip people for our mental health, to escape the urbanisation of our village into this large scale town, to give us fresh air away from town traffic, a place for individuals and for familes. It is not much to ask. It is already there. It just needs your protection. As recent events connected to our park brought a real sense of sadness within its gates, I think Kildare County Council's Management and Councillors should make a special effort with our park. Thank you. We need a centre for Creativity/Art in Leixlip. A base for young and old to put on shows and even old-fashioned tea dances, a place to host events. A stage to display the talents of Leixlip. *New Housing in Leixlip is vital. I would ask that part of Collinstown be included in the residential development. It is an ideal area, it is near to existing employment ie; Intel, etc. There will be industries also on this land. It has access to the N4 without going through the town or clogging up existing roads. the old HP site will have high tech developments on it shortly. Collinstown is ideally situated on the side of Leixlip to house employees without effecting the already busy streets. It would also take some of the strain from other areas finding it hard to cope with the impending impact of large numbers of housing. KCC did already agree to a proposed development here in a previous LAP, so it was deemed acceptable and a viable proposition before and can be again. I believe a tourist information centre in Leixlip town would be beneficial. It could incorporate a small museum commemorating our distinction as being the town where the first Guinness brewery opened. This is a huge draw for tourists to Leixlip which is very underutilised. The history of how Leixlip got its name 'Salmon Leap' and the inclusion of the Liffey ascent would be another addition for a museum. Information on Leixlip Castle and Sir Desmond Guinness' role in Leixlip and the formation of the Georgian Society would also be of interest. The upper levels of some businesses on Main St are in a terrible state of disrepair. Footpaths need leveling on Main St. Empty commercial buildings should be kept in good condition and if not used after a certain time be CPO'd and reverted to residential.

To enhance our town, please place benches around the area, Also native trees suitable for towns on our Main St and side streets. Large pots containing these trees are ideal and can then be moved for road works/path repairs etc. Some businesses have done wonders to prettify the town. Also at least one drinking water fountain. Do something with the old ESB shop. It is an eyesore when entering/exiting our town.

Name	Mary, Jordan
Enter your submission here	Leixlip needs a swimming pool and have needed one for 30 years now!

Name	marguerita, gibbons
Enter your submission here	i do not agree with the building of all these houses in confey leixlip until proper facilities are available for the new people coming into leixlip

Name	Deirdre, Durran
Enter your submission here	I think a swimming pool is vital for Leixlip.

Name	Laurence, Downes
Enter your submission here	object celbridge road east rezoning for developement

Name	Graham, Ciara
Enter your submission here	To provide a swimming pool for leixlip

Name	Mary, Devaney

Enter your submission here	Lots of houses planned for but no proper infrastructure in place..cart before the horse

Name	sean, gleeson
Enter your submission here	We need a Swimming pool here in Leixlip urgenty

Name	Jessica, Wilson
Enter your submission here	Swimming pool build in Leixlip

Name	Donal, Toland
Enter your submission here	I ask that everyone who has a vote on this plan be given a copy of this letter and asked to at least read it before they vote The submission I have attached is like the proposed local area plan for Leixlip, it has a lot of technical information but does not look at the real impact this plan will have on the people who now live in Leixlip or those who will place their future on the dream you are now selling them. It talks of the development of units not of homes and of the integration into a village life style where the village you have shown them will have been destroyed to create this illusion of a future. It talks of the aspirations for the infrastructure and amenities none of which are guaranteed. We have all had dreams for our future and some of us have been lucky enough to have those dreams turn into reality, now only to see that reality threatened by greed and a lack of real vision. The vision I talk of is for all those who are now living in Leixlip and those whose future you are now planning for. Yes we all know we need homes for our people in the future, but these must be planned and developed in a way that respects the wishes of the people, young and old who live here now and those whose future you now planning for. You put yourself forward and were elected by your local communities to represent them in local government, please do not show them as a community who say as long as it does not affect us let them live with it. I ask you, is this the plan you would wish for yourselves, your friends and your children. Please think long and hard before you make your decision for it will affect the lives of many families in the future. Let your answer represent the people not the politics.

Name	lesley, Daniels
Enter your submission here	i would like to express my strongest objection to the planned building of over 3000 houses in LEIXLIP. I am a former resident of Leixlip now living in Weston Park in Lucan, at present we are almost prisioners in our own homes as the traffic passing our estate is such that we cannot even get out onto the road in the morning as there is so much existing traffic congestion. Adding further housing who will all have cars is beyond belief with no road widening happening , etc, The rail stations are in remote parts of Leixlip and the trains arriving in Leixlip are already full as are the busses when they arrive and this is before any new housing is built.

I believe some of the planned housing is planned for St Catherins Park which is incredable that you would be planning to take away any of our park land and replacing it with more housing and a new road.
At present there is a lack of Educate Together School and the secondary schools are insufficient as are facilities for Health care, Nursing Homes,Primary Care Facilities and you are considering building more housing when we don't have the facilities for the present population.
The entire area will become even more grid locked , at present it can take up to an hour and a half to get into the city by car in the morning and the same getting home.
Facilities must be built before these houses can be contemplated and only then can more housing be planned, please do not do what has been done so many times before, build now and regret forever the mistakes made.
Leixlip will be lost as we know it and it can never be brought back, please plan housing for all involved those who live in Leixlip now and those who will live in it in the future.

Name	Barbara, O Leary
Enter your submission here	A swimming pool desperately needed

Name	Paul, Bernard
Enter your submission here	We object to housing plans for land at the rear of Leixlip Park

Name	Jelena, Vilminska
Enter your submission here	We badly need swimming pool in Leixlip. We've been promised for one for a long time now.

Name	Naomi, Mulvany
Enter your submission here	Leixlip needs a swimming pool. It is a disgrace that maynooth is now getting a second pool. Will all the new houses being built a swimming pool should be built in leixlip. There has been talks about one for 20 years and we are still over looked.

Name	Deirdre, Moran Lenehan
Enter your submission here	I am 53,born and raised in Confey as was my father Brendan Moran and his father. This is my home,my 2 daughters home. All the plans look so good on paper but then paper will never refuse ink,i built my home nearly 20 years ago and had to arrange my own puro flow system as there is no sewage in the Confey area not to mention the antiquated water lines.I'm all for progress but Confey is not the right area for this development,traffic is a nightmare as it is on Cope Bridge,can't get in or out of my house at certain times of the morning and evening so how is widening the bridge going to make this better,it would be crazy.I hope you come out and visit where we are and see my concerns.

Name	Margaret, Dolan
Enter your submission here	Please consider a swimming pool As I think all children have a right To be thought how to swim properly And do life saving lessons.

Name	Noreen, Barrett
Enter your submission here	Leixlip needas a swimming pool we have been waiting for years and with all the new families moving to Leixlip with all the new houses I feel it is very important to have a community pool

Name	Maire, Kiernan

Enter your submission here	I wish to lodge my objection to the funding for a pool going to Maynooth. Leixlip needs this facility and has been promised it for 30 years and we are still waiting. Any plans to put a road through St Catherine's Park or move the Confey GAA Club are disgraceful and I object as these are the only amenities we have in Confey!!!
Name	Desmond, Kiernan
Enter your submission here	I wish to lodge my objection to the funding for a pool going to Maynooth. Leixlip needs this facility and has been promised it for 30 years and we are still waiting. Any plans to put a road through St Catherine's Park or move the Confey GAA Club are disgraceful and I object as these are the only amenities we have in Confey!!!
Name	Michael, Reilly
Enter your submission here	I wish to lodge my objection to the funding for a pool going to Maynooth. Leixlip needs this facility and has been promised it for 30 years and we are still waiting. Any plans to put a road through St Catherine's Park or move the Confey GAA Club are disgraceful and I object as these are the only amenities we have in Confey!!!
Name	Caroline, Kiernan
Enter your submission here	I wish to lodge my objection to the funding for a pool going to Maynooth. Leixlip needs this facility and has been promised it for 30 years and we are still waiting. Any plans to put a road through St Catherine's Park or move the Confey GAA Club are disgraceful and I object as these are the only amenities we have in Confey!!!
Name	Laura, Lynch
Enter your submission here	I understand Leixlip is an ever growing town and I've read about all the houses being built over the next few years. My one concern is there are not enough facilities for Leixlip now never mind the thousands of new houses. We have been trying for so many years to get a swimming pool for Leixlip . Surely with it developing even more now this could be looked into again. Maynooth was given the go ahead and they already have 2 swimming pools. Surely we need to be considered for this.
Name	Alan, Healy Cunningham
Enter your submission here	The LAP fails to deliver on its promise to 'plan' a supportive road network for the developments in Leixlip and especially the Confey development. Lots of options, lovely colour coding to show how good they are but no decisions made at all. It's all 'objectives' 'investigate potential of'....no actual plans to build or improve and no start or end dates either.

	Celbridge Road East KDA was voted on by 40 out of 40 local Councillors to be dropped from the local area plan. The Planning Dept made a few cosmetic changes to the rezoning proposal (none of them with any substance, detail or data behind them) and then shove it back in for consideration. This isn't democracy or good planning. This is just ramming in a bad idea over and over to wear out the public through the consultation period until finally the County Council gets its way. Not exactly representative of the needs or wants of the community!!
Name	pamela, moorehead
Enter your submission here	please find below docs. I am not happy at all with the Leixlip Development Plan, especially concerning Confey. Surely KCC should fix all the existing problems firstly The already over used water treatment plant, it cant deal with the population at present. Absolutely poor road structure , certainly would not take an increase in population. Parks, more schools, facilities for the youth.Is it the vision of the Council to turn Leixlip into another Tyrellstown or Adamstown just build , build with no insight into the future. All i can say is shame on you for even suggesting that a road goes through the beautiful St. Catherine's Park. Nobody denies that housing is needed but please have some common sense in making decisions. .A very angry and disappointed resident.
Name	Mary, Lambe
Enter your submission here	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.
Name	Andrew, Tomkins
Enter your submission here	Bad flooding around Leavalley, Confey, Leixlip, (W23 HVX5), that occurred here in August 2008, November 2014 and December 2018. Flood waters came from behind this property via fields and on the road. So we we attacked by floods from both sides. I am living with my aging mother, 81years old, who owns this property. I have lived here all my life since I was born in 1969. My mother has lived here since 1967. If development occurs locally around this property, would that put a higher risk of repeated ,more severe future flooding. This submission is made by Andrew Tomkins.
Name	Robert, Barnes

Enter your submission here	The protection of St. Catherines Park needs to be reinstated. No road through the park should be part of any proposal or strategy for the Leixlip Area. A new proposal needs to be found. This is an amazing amenity that serves Leixlip, Lucan, Dunboyne and Clonee and it would be destroyed if the road proposal through the park goes ahead. There was a previous protection in place for the park and there is no justification for its removal in the plan.

Name	Lorraine, Rice
Enter your submission here	Show that facilities will be provided for existing residents. Show that new infrastructure will be built prior to removal of old (ie pathways, football pitches) How will kids get to these new facilities without cars, in a safe way? This should be the first things to be actioned. Don't take away before having something to offer. Show the facilities that should already exist with the population in this area. Look at Coolmine/Blanchardstown area at playgrounds, where is one for Leixlip? Wheres the road safety like Easton road, like speed ramps? These are basic facilities. provide before handing out new proposals. We need greenways, facilities, places to relax, places for kids to have fun and get away from the rush.... show where these are in Leixlip, provide these facilities, then add more houses, more people who can enjoy what we have. Right now, we don't have these things, so no proposal will be agreed to.

Name	Liam, Molamphy
Enter your submission here	I wish to express my great disappointment that the paragraph relating to the "To protect the amenity of St Catherine's Park no road propasal shall be considered by this Council through the park within the Council's ownership or jurisdiction" has been removed and urge Council members to have this paragraph re instated to protect this great amenity for the residents of Leixlip. Thank you Liam Molamphy

Name	Ken, Gough
Enter your submission here	I wish to object to any plan that removes and/or fails to protect the amenity of St. Catherine's Park in it's current entirety. I do not approve of any plan to make a public roadway through the park.

Name	Alan, O'Brien
Enter your submission here	I would like to categorically reject the proposal to remove the protection status that st catherines park currently holds. I feel this park has and will play a big part in mine and my kids life. The idea of putting any kind of road through this park is barbaric and the county council should reject any proposals which recommend this.

Name	Gary, Sullivan
Enter your submission here	I propose that draft Leixlip Local Area Plan 2020 - 2026 should include a statement confirming the intention and commitment to protect the amenity of St Catherine's Park. No road proposal shall be considered by this council through the park within the councils ownership or jurisdiction.

Name	Teresa, Ho
Enter your submission here	I propose that draft Leixlip Local Area Plan 2020 - 2026 should include a statement confirming the intention and commitment to protect the amenity of St Catherine's Park. No road proposal shall be considered by this council through the park within the councils ownership or jurisdiction.

Name	Kevin, Murphy
Enter your submission here	I propose that draft Leixlip Local Area Plan 2020 - 2026 should include a statement confirming the intention and commitment to protect the amenity of St Catherine's Park. No road proposal shall be considered by this council through the park within the councils ownership or jurisdiction.

Name	ronan, barry
Enter your submission here	To ensure if a road goes through st catherines, kildare side, there must be footbridge , tunnel or some type of access for pedestrians

Name	Mary, Barry
Enter your submission here	To ensure no major road goes through Catherines Park on Kilare side.

Name	Aidan, O'Reilly
Enter your submission here	I would argue that any plans to build a road through St Catherines Park are terminated as this is such a wonderful and very well utilised amenity for all ages. So much work has gone in to the park over the last ten years to make it the wonderful park it is today and it should not be altered to accommodate a road. I understand there will be congestion on captains hill if land in confey is developed so would ask that land to build houses is looked at the west end of confey near the rear of intel where an access road linking direct to the lexilip west exit on the M4.

Name	Emer, Devoy
Enter your submission here	I fully support the protection of St Catherine's Park and action should be taken to save the park as it is a valuable amenity for every community in the surrounding areas.

Name	Alex, Meakin
Enter your submission here	I support the retention of the protection of st Catherine's Park. This is a valuable amenity for the community and should be protected at all costs.

Name	Sean, Kilbane
Enter your submission here	To Whom This May Concern I thank you for publishing the recent K.D.A for Confey. This Plan is a real sign that Kildare county council are serious in the future development of an area that is in bad need of a new lease of life . The plan proposed recognizes the need for more housing while also providing the necessary infrastructural , civic and social amenities that come with an urban development such as this one . The proposed new homes aren't just homes. They will bring new people with new experiences. It will provide jobs and the opportunity for people to set up businesses. It will revitalize our sports teams which have seen a severe decline in numbers over the years . Confey FC is an example , a club once filled with youths that no longer exists. The Plan for Confey has potential to change the area for the good. The people that don't have an issue with the plan tend to not write these submissions however our voice needs to be heard too and i believe that this will be good for everyone in the area Kind Regards A Confey Resident Sean Kilbane

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File Upload

Name	Ronan, Barry
Enter your submission here	I was at the event on the 6th of June 2019. The plans were in 2d they should be in 3d real time rendered video format, this would enable greater clarity. An example of this would be https://www.youtube.com/watch?v=9RK4zvfEdng this is just one software there are others.

Name	Emmet, Stagg

Dear Director,

RE: Draft Leixlip Local Area Plan 2020-2026

Enter your submission here

At my former colleague, John McGinley's insistence, the following objective was included in the previous Leixlip Local Area Plan - '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.' For some reason the Council in preparing the New Draft LAP have left out this objective. This is simply unacceptable and Councillors must insist on including this objective to preserve the integrity of St. Catherine's Park and to ensure that no road will be contemplated. Under the previous Draft Lap the Objective was GI01.10 (B). Under the new Draft it should be included as GI1.9 (C).

Yours sincerely,

Emmet M. Stagg