

While references are made to 'quality of life' and compact development', there is insufficient detail as to how this might be achieved.

What is completely missing from the RSES is any detail on the types of settlement design that might be sustainable. 'Compact / sustainable growth / development' is mentioned frequently but is undefined, other than saying brownfield / urban sites should be used for 50% of new housing in Dublin and 30% 'within or contiguous to existing settlement boundaries' in 'other metropolitan areas' – which would include Celbridge; and should link to existing public transport.

This is a bit meaningless, since the planners can vary where the boundaries are. All existing zoning around Celbridge is low density at 30 – 35 units per hectare.

If existing patterns of development continue, the DMA including north Kildare will become an area of continuous suburban sprawl.

For example, a Vauban-style development I proposed for Ballyoulster-Hazelhatch (in the Celbridge LAP discussion) would have had public transport within walking distance either end and be suitable for a bus route. Buses to Dublin would have shorter journey times due to not going through the village. It would also be at the 'right side' of Celbridge for car / bus commuting to Dublin and Leixlip; and be no more distant from the town for pedestrians than a 1225 unit estate now zoned for Simmondstown – which is the wrong side of the town for commuting.

There is no indication in the RSES that councillors / planners will be permitted to specify that certain facilities should be included in zoning for development, other than educational requirements: for example recreational / community facilities, housing for older people, etc.

Proposals I made for these were knocked back by the KCC planners in relation to a forthcoming 'town centre' site at Raphael's in Celbridge on grounds that specifying such requirements in zoning details would lower the development value of the site to the landowner.

If this remains the practice, then improvements to quality of life will remain empty phrases.

Development and sustainable housing / community models such as Vauban are not explored in the RSES – other than perhaps as SDZ's – essentially because it is being left to developers to decide what to build.

See:

<https://www.google.com/search?q=SEE-Change+Vauban-Rieselfeld-%E2%80%93-Sustainable-Districts-cut+1.pdf&spell=1&sa=X&ved=0ahUKEwjZv-vWlvXfAhUsVRUIHenCDt4QBQgrKAA&cshid=1547740528813118&biw=1776&bih=1231>

Likewise the idea of implementing the Kenny Report, which would allow local authorities to CPO land at agricultural prices + 25% is not mentioned; nor any suggestions of any major public housing programs or affordability of housing – other than in very general terms. And the existing minimum sizes are to remain – making for small apartment sizes in which people will be unwilling to live for long periods.

With regard to decarbonizing electricity generation, there is no mention of geothermal energy, despite the fact that there is a local source on the Blackrock-Newcastle fault:

<https://www.irishexaminer.com/ireland/firm-to-tap-into-earth-for-energy-131670.html>

Increased use of geothermal energy, both at Newcastle and elsewhere along the fault, (for district heating as well as electricity generating) could obviate the need for some of the proposed onshore wind farms – against which there are significant local campaigns. Nor is there any mention of state-led development in this regard: the thrust is an undeclared primacy of private developments.

Major pv solar farms are mentioned, but without guidelines for where these might be located nor indications on which land types are best suited: high-quality arable land or residual lower quality land. Exhausted bogland is mentioned, but with little detail.

As to public transport, there need to be formalised orbital bus links (as part of an integrated public transport system) between the towns and to rail stations. The RSES has no Park & Ride for north Kildare at all – despite a Park & Ride at the M4 Leixlip junction being included on the Bus Connects map. Liffey Valley is the nearest, which is completely inadequate.

Ends.

This e-mail was sent from a submission form on Eastern & Midland Regional Assembly (<http://emra.ie>)

Submission to consultation on draft RSES.

Councillor Brendan Young. Celbridge-Leixlip MDC, Kildare Co. Council.

Stacumny Rd, Celbridge, Co. Kildare. **[REDACTED]**

General comment:

I support the KCC Submission of Jan 23 2019; and in particular the Submission of August 2018 which argued that neither Celbridge nor Leixlip have the capacity at present for major population increases due to infrastructural inadequacies. Therefore I strongly support the KCC proposals for expansion in Newbridge and Naas; and at proximate and the rail-linked towns of Sallins and Kildare town.

Comments and proposals for inclusion in the RSES.

The RSES should explicitly adopt a polycentric development approach, with related increased and improved public transport; otherwise the towns in a 50km radius of Dublin will effectively become dormitory towns.

Street / high density (max four floors) development, close to and designed around public transport, should be specified for sustainable housing development as town extensions, not suburban sprawl.

Councils / planners must be able to specify community facilities when zoning lands for residential development – otherwise 'quality of life' and 'placemaking' become empty phrases.

Geothermal energy should be expanded in decarbonizing electricity generation.

Major public housing programs are required to provide affordable housing for all.

Categorization: Is Celbridge in the DMA (p.28) or in the Hinterland (p.29)?

I agree with the general KCC approach of polycentric development (August 2018 KCC) rather than metropolitan-hinterland development. The RSES needs to decide which it wants to develop: at present it is unclear. The polycentric approach would be similar to the ABC satellite town approach adopted around Stockholm in the 1950's.

These were highly dependent on rail links, which are mentioned but insufficiently detailed in the RSES; likewise other orbital public transport links.

A fully integrated public transport network would need to be just that – public – rather than a fragmented privatised hub-and-spoke system that is being developed at present.

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