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To whom it may concern,  
I wish to make the following submission in regard to the proposed  
CONFHEY 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.

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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.

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