

Name Joseph, Fallon

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 CONFHEY 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.

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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