

Submission regarding proposed Confey Urban Design Framework

I am appealing to Kildare County Council not to rezone the area of land over Cope Bridge, Confey, Leixlip. The extent of what is proposed and the amount of new housing units would constitute a totally new community in the Confey area.

- The road infrastructure in the Confey/Leixlip area is not capable of dealing with such large amounts of traffic, even with new road infrastructure. The proposed works to Cope Bridge will make the situation worse for existing residential areas and will lead to further congestion at peak times. Cope bridge would not accommodate the additional traffic burden even if replaced.
- The N4 itself encounters significant delays already at peak times, with traffic into Dublin backed up from 7.00a.m. in the morning. This development and also the fact that other developments are earmarked for the other end of Leixlip, would further cause traffic congestion on an infrastructure that is already overburdened.
- Is states at point 2.1.6.7 that Pedestrian and cycle paths will be provided along principal roads – a development of this size will most definitely impact on the L1015 – have the traffic implications been considered for local residents along this route? The new development will make daily commutes to school and to Leixlip village unbearable.
- Leixlip village and the Captains Hill would not be able to accommodate such an increase in traffic. It is already prone to long delays at peak periods and it is difficult to get out of surrounding estates in the Confey area (e.g. River Forest) due to traffic, particularly during school start and finishing times. In addition, the extra traffic on the road would make it more dangerous for our children crossing the road during such periods. Kildare County Council has refused to provide a Traffic Warden for children exiting Scoil San Carlo at 2p.m. With construction traffic initially and then the influx of new development traffic – how would it be safe for children exiting school at this time?
- The council is supposed to protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout the area for both biodiversity and recreational use. This development will remove trees, hedgerows and fields in the Confey area, which is contrary to the Kildare County Council's own policies. The development will destroy a Strategic Open Space that forms part of the green corridor between Leixlip and Dunboyne.
- Proposed development on the boarder of Meath and Dublin which may lead to additional over development outside the control of KCC, leading to further problems regarding road infrastructure and community amenities and services
- 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 resident's 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.
- The plan does not provide conservation plans re Confey graveyard and archaeology sites of interest in the area.
- 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 behaviours and easier entrance and exit for criminals to the existing residential areas bordering the development area.

- The Confey area is situated close to the countryside (over Cope Bridge), yet as part of this plan, Figure 18 illustrates the type of frontage recommended for part of the development. Why is it considered appropriate to put buildings that could be potentially 5 stories high in a locality that has nothing of this height already? This scale and height are totally out of line with the character, current built and natural landscape. The majority of people in the area have seen how new developments (Adamstown, in Lucan being a prime example) have turned out. Inadequate infrastructure for buildings of this capacity and most definitely not suited or fitting in with the local area. Previous experience tells us that the housing element which is developer funded will be constructed and the new community will then have to fight for decades to get the required infrastructure to match the needs. This is totally unacceptable.
- 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 multidirectional 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 timeframe of the development plan and therefore no development should proceed until the completion of the upgraded service.
- 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.
- 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. Scoil San Carlo regularly uses the facilities at the GAA which are only a few minutes' walk from the school. To relocate it would not be in the best interests of the residents in the Confey area at present.
- The plan has not considered the impact of the major expansion of Intel, how this will affect traffic, and local infrastructure that is already struggling.
- Little or no consideration seems to have been given to how the proposed new development would integrate with the existing community in Confey, the proposed development seems to be a totally new town rather than integrating with the community that is already in the area.
- Recent legislation passed fast tracking housing developments over 100 houses, which would take away the control from the local council
- As a homeowner on Confey back roads, close to the proposed development, I have grave concerns regarding the impact on day to day living during any construction phase, plus the environmental impact and the inevitable loss of the "countryside" feel to the locality that would occur with redevelopment.

Yours Sincerely,

Jim Cleary