

CONFHEY LANDS

Masterplan

Consultation Draft



Project Team

**Metropolitan
Workshop**

Architecture + Urbanism



ARUP

Executive Summary

The Confey Masterplan document has been prepared by Metropolitan Workshop, alongside John Spain Associates and ARUP as the Masterplan report to Kildare County Council regarding the lands at Confey, Leixlip.

The development of a sustainable new residential neighbourhood at Confey, has been designed to comply with the appropriate local and national guidance standards and documentation. The Masterplan replaces the Confey urban Design Framework (UDF) as an updated version of Appendix 1 of the Leixlip Local Area Plan 2020-2023 (as extended) and continues to incorporate the vision, design principles and concept from the UDF, and follows on from the preliminary process undertaken during the preparation of the LAP, and provides area specific and detailed design guidance. It is supported by the following documents;

- Confey Masterplan Design Code
- Strategic Environmental Assessment
- Strategic Transport and Mobility Report (STMR)
- Engineering Masterplan Report
- Appropriate Assessment
- Strategic Flood Risk Assessment
- Statement of Compliance with Urban Design Framework

Key strategies and elements contained within the above are noted within this Masterplan, with further detail provided in these documents

This Masterplan is underpinned by the policy and objectives set out in Section 12.7 of the Leixlip Local Area Plan 2020-2023 (as extended to 2026).

Job name	Confey Lands
Job number	2200
Date of issue	13.12.2023
Revision	05
Author	OB
Checked by	JMCK



Contents

1. Introduction	4	4. Phasing & Implementation	52
1.1 Masterplan Overview		4.1 Development Tranches	
1.2 The Urban Design Framework		4.2 Infrastructure to Each Tranche	
1.3 Vision, Design Principles & Concept		4.3 Delivery Partners	
1.4 The Design Code		4.4 Developer Provided Infrastructure	
1.5 The Public Dividend		4.5 Indicative Time-line	
2. Context	8	5. Masterplan Reviews	55
2.1 Leixlip in Context			
2.2 Understanding the Site			
2.3 Planning Context			
2.4 Existing Transport & Mobility			
2.5 Utilities Strategy			
2.6 Flood Protection, SUDS and Climate Resilience			
3. Masterplan	18		
3.1 The Masterplan			
3.2 Creating a Sustainable Community			
3.3 Creating a Place for All			
3.4 Land-use			
3.5 Landscape, Green Infrastructure, Open Space Strategy and Public Realm			
3.6 Flood Mitigation			
3.7 Sports, Passive Recreation, Active Recreation and Play Strategy			
3.8 Transport & Mobility Strategy			
3.9 Integration & Connections			
3.10 Street Hierarchy			
3.11 Parking Strategy			
3.12 Density & Building Heights Strategy			
3.13 Character Areas & Development Parcels			
3.14 Community Hub			
3.15 Urban centres			

1. Introduction

1.1 Masterplan Overview

This Masterplan is prepared to facilitate the development of a sustainable new residential neighbourhood at Confey, Leixlip, with supporting social infrastructure, integrated with Leixlip via pedestrian and cycle networks, and to the broader region via public transport.

The Masterplan is prepared in accordance with Objective Con 1.1 (a) of the Leixlip Local Area Plan 2020-2023 (extended to 2026), which states that *'No residential development shall take place on the lands identified within the Confey Urban Design Framework until such time as a masterplan is prepared and integrated into the Leixlip Local Area Plan by way of a statutory amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended).'*

The Masterplan incorporates and expands on the Confey Urban Design Framework (UDF) which acts as the preliminary design guide for the future development of the lands. Aligned with the UDF, the Masterplan builds on the previous analysis undertaken to inform the future development of Confey, and sets out to:

- Identify and provide an analysis of existing opportunities and constraints facing the future development of the lands at Confey – See Section 2;
- Detail the process undertaken in analysing the context of potential future development potential and how the layout and design of the overall proposed scheme has taken this context into account – See Section 2;
- Present an overarching vision that will guide the future development of the subject lands – See Section 1.3;
- Provide general and specific design principles to inform the future development – See Section 1.3;
- Develop concept plans to illustrate the indicative approaches that have been considered and informed by analysis and design principles – See Section 2;
- Provide a framework which places a focus on placemaking, the creation/enhancement of green infrastructure, built heritage and ecological features and sustainable transport modes in a manner which maximises the potential of the subject lands – See Section 3; and
- Provide a phasing/sequencing programme for the overall development of the lands to allow for orderly development and to ensure adequate infrastructure is provided to serve the future population – See Section 4.



Figure 1; View from Cope Bridge showing Confey Railway Station and the Royal Canal Greenway

1.2 The Urban Design Framework

The Confey Urban Design Framework (UDF) was prepared as part of the Leixlip Local Area Plan ('the LAP') 2020-2023 (as extended to 2026) to ensure that any future development is carried out in a sustainable manner. The UDF was underpinned by the policies and objectives set out in Section 12.7 of the LAP in particular 'Policy CON1 – Confey'.

The intention of the UDF was to act as a preliminary design guide for the future development of the lands, informed by background research and baseline analysis in respect of green infrastructure and ecological enhancement, surface water and drainage, land use, density and building heights, land capacity and indicative typologies, character areas, and phasing.

The Masterplan replaces the UDF as an updated version of Appendix 1 of the LAP and continues to incorporate the vision, design principles and concept from the UDF, and follows on from the preliminary survey and analysis process undertaken during the preparation of the LAP, and provides area specific and detailed design guidance.

The Masterplan also addresses the following key elements as required in Policy Con 1 and Objective Con 1.1(b) of the LAP as follows:

- i. A detailed phasing and implementation infrastructure strategy including physical, social, transport and economic infrastructure is set out in Section 3.
- ii. A Strategic Flood Risk Assessment for the Masterplan lands has been completed
- iii. A Strategic Transport and Mobility Report has been completed
- iv. Section 4 sets out the phasing and implementation plan including upgrades to Cope Bridge and upgrade works to Captain's Hill.
- v. A Statement of Compliance with the Urban Design Framework has been completed
- vi. Waste, Water and Wastewater infrastructure requirements are set out within Section 2.5 'Utility Strategy'.
- vii. Environmental Assessments have been carried out by Kildare County Council in parallel with the preparation of this Masterplan and include for appropriate climate proofing measures.

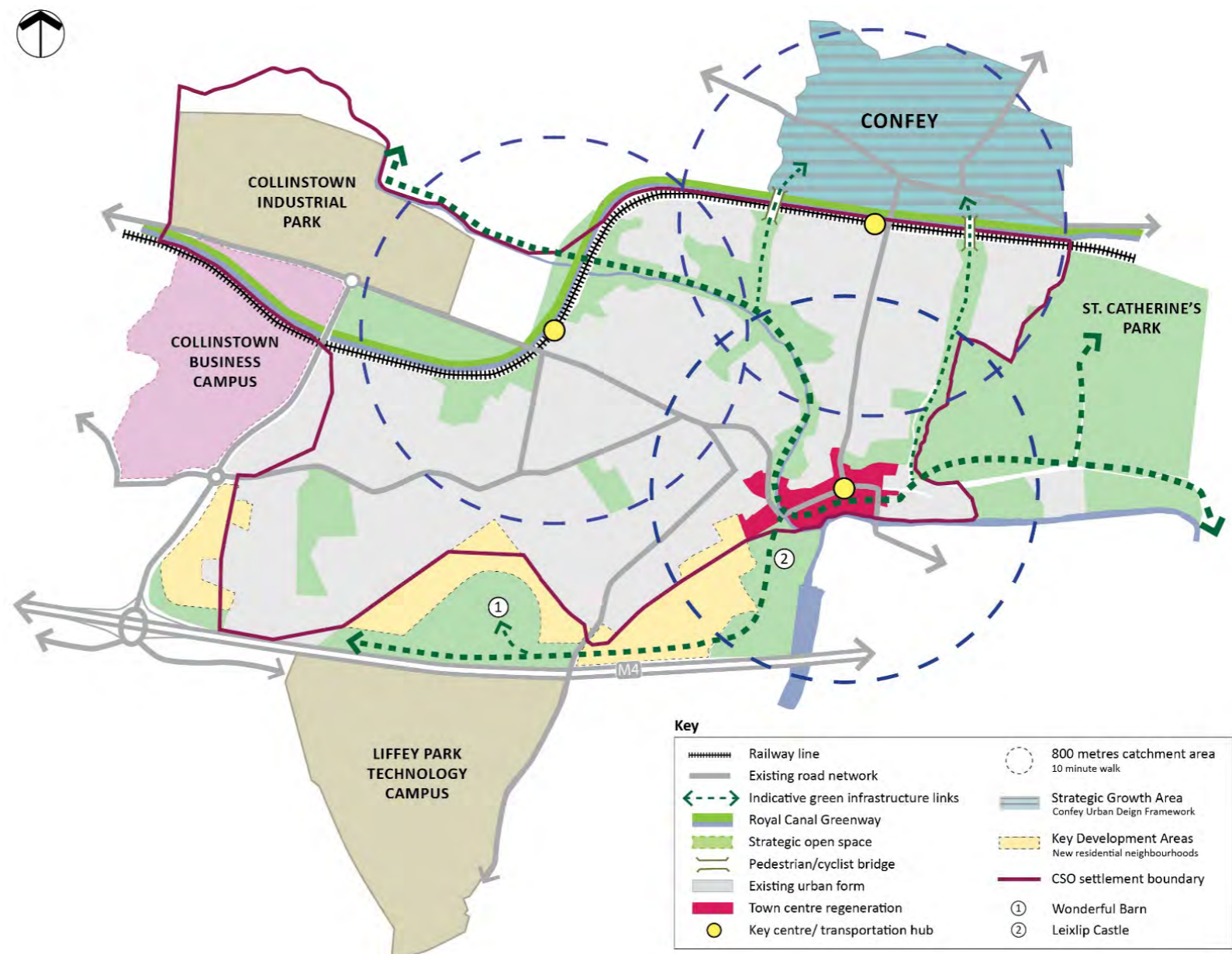


Figure 2; Confey Masterplan Lands in Leixlip Context

1.3 Vision, Design Principles & Concept

The Vision, Design Principles and Concept for the Masterplan continue to reflect that established in the UDF as follows:



Key Design Principles & Concept

- To create a new attractive sustainable neighbourhood for people to live.
- To ensure the optimum balance in land uses to include residential, neighbourhood centre / retail offering, community, leisure and amenity facilities which are complementary to the existing offering within the town.
- To maximise the potential for a sustainable walk/cycle environment, connecting the area to Main Street to the south, employment opportunities to the west and existing parklands to the south-east.
- To maximise the area's location within walking distance of Confey Railway Station alongside opportunities for greater connectivity to the existing road and motorway network.
- To provide a new street connecting Confey Railway Station to a new Mixed Use / Community Hub which will define the centre of the new neighbourhood providing retail, commercial and civic uses while also acting as a focal point with links to the adjoining residential areas.
- To provide for a variety of public open spaces within the Confey area ranging from small squares and courtyards to a new eastern public park which will act as an extension to and complement the existing open space provision to the south of Confey at St. Catherine's Park.



Urban Design Principles

- To provide a neighbourhood centre in the form of an urban street connected to a new community hub which will form the heart of the new neighbourhood and serve the needs of the residents.
- To create a new sustainable living environment which incorporates a strong and distinctive sense of place, a rich mix of spaces, environments and communities, individual character areas with an appropriate mix of residential building types.
- To ensure diversity of spaces, building types and land uses that provide for a variety of user needs and demands and create individual character areas which people can identify with, designed with consideration of universal design standards.
- To create a neighbourhood that is highly permeable and accessible linking attractive streets, squares, open spaces and parks.
- To promote walking and cycling over car travel through proximity to local facilities and by the provision of a carefully planned high-quality network of footpaths and cycle paths.
- To provide a high-quality, accessible and safe public realm.
- To ensure a hierarchy of spaces, from public to private, that is legible and easy to understand, where public and private spaces are clearly distinguishable.
- To provide for robust and adaptable development particularly along the new street through innovative design



Land Use

- To provide new residences in a variety of character areas, each with its own identity and each with a sense of place.
- To ensure that the land use mix of residential, urban neighbourhood centre, community and amenity is appropriate, robust and sustainable so as to underpin the long term viability of the neighbourhood.
- To ensure that the identified land uses for the area are compatible and complementary with each other and with the broader Leixlip area.
- To ensure that appropriate levels of development are provided in tandem with the provision of new physical and social infrastructure.



Placemaking

- To establish a new residential neighbourhood centred around the new street and community hub which will act as a focal point and also as an extension to the existing neighbourhood centre offering at Riverforest Park to the south and the Main Street.
- Lands will be reserved for the provision of educational facilities, a new community hub to include a community building/ civic space, car parking and a new cemetery site (capable of meeting the short term needs of the Leixlip area).
- To provide new sporting facilities for Confey GAA to the northwest which will be capable of meeting the long term needs of the club while also ensuring ease of accessibility for pedestrians and cyclists.
- Alongside the delivery of the Royal Canal Greenway as an axis to promote pedestrian and cycle movements, to promote green amenity routes within the UDF area.
- To provide an appropriate density and mix of development within the core area of the UDF lands in a manner that creates a vibrant, sustainable neighbourhood centre integrating living, working, and community/leisure facilities while also encouraging a strong night time economy and presence of residents outside of work hours.



Transport & Movement

- To fully realise the potential of the Royal Canal Greenway as an axis for internal trip movements within the new neighbourhood and to the existing built-up area of Leixlip and beyond.
- To maximise the potential of increased public transport services for the new neighbourhood through permeable design principles ensuring a safe and convenient means of access for all residents to such facilities and surrounding areas.
- To develop a new street that will facilitate connectivity to Captain's Hill in a manner that places a strong emphasis on pedestrian and cycle movement.
- To develop a network of primary and secondary roads, paths and cycleways throughout the new neighbourhood linking with adjoining areas in a manner that provides accessibility for all.
- To develop a sustainable walking and cycle environment connecting all areas within the new neighbourhood to the new street and community hub while also providing connections to Leixlip Main Street, employment opportunities and existing parklands.
- To manage vehicular traffic and parking at Confey, particularly in and around the new street and community hub area.



Landscape Principles

- To endeavour to conserve existing landscape elements where they significantly contribute to the character or sense of place and where possible integrate same into new developments.
- To provide new landscaping which is appropriate to each of the character areas and enhances their distinction and sense of place.
- To ensure views east and west along the Royal Canal and towards a new community hub from a redeveloped Cope Bridge are maintained and enhanced.
- To provide high-quality landscaping along all distributor and access roads that will enhance the visual appearance of the new neighbourhood.
- To develop a new public park north-east of the area which will connect to and act as an extension to existing amenities.

A Vision for Confey

'To provide for a new high-quality, attractive and sustainable mixed use neighbourhood which maximises the strategic location of the Confey Lands; within the Dublin Metropolitan area, adjoining the Dublin Maynooth railway line and the Royal Canal Greenway, in a manner which harmonises with and enhances the existing built and natural environment of Leixlip.'

Confey Urban Design Framework 2020, Kildare County Council

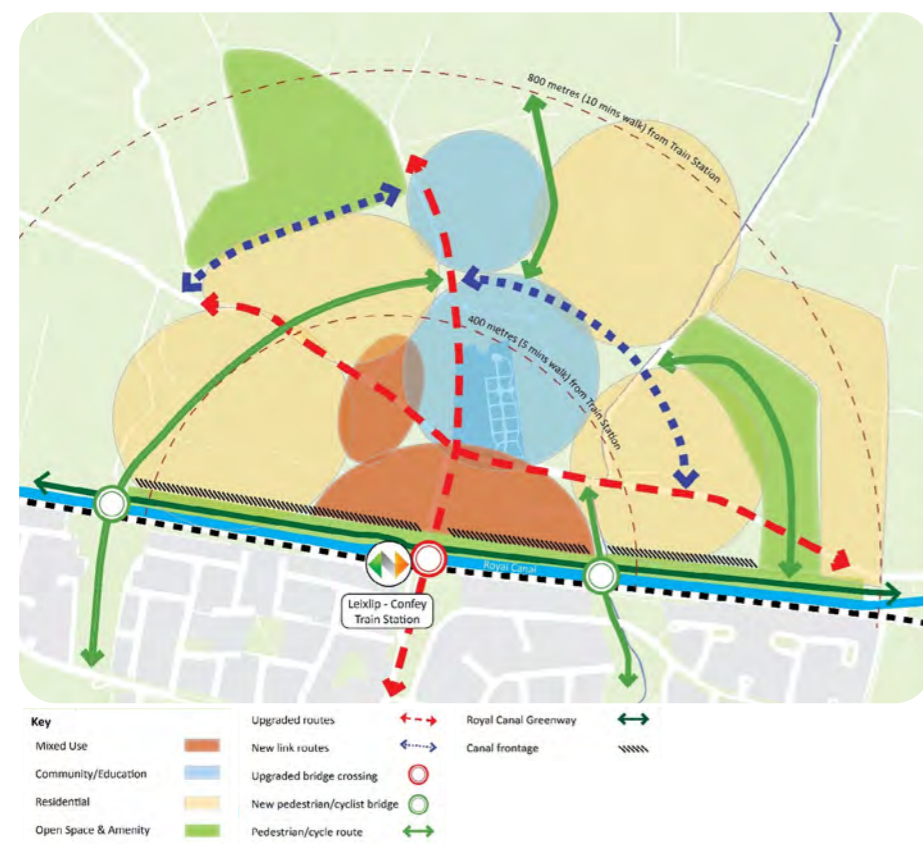


Figure 3; Urban Design Framework Concept

1.4 The Design Code

The Confey Masterplan Design Code, a supplementary document to the masterplan, sets out a series of illustrated rules and standards which will guide the development. It has been developed having regard to the Confey Urban Design Framework. It provides specification for the regulation of the built form and public realm, whilst reflecting the overall vision for the scheme.

Each component of the Design Code must be fully integrated into the masterplan to ensure that there is cohesion across the site, whilst also creating flexibility and variety in the design, aiming to create a series of unique but harmonious buildings and spaces.

1.5 The Public Dividend

As part of the Masterplan, there are a number of significant social and community infrastructure improvements to the area envisaged, which will create a sustainable new neighbourhood, whilst also providing benefits to the wider settlement of Leixlip.

This includes:

- Housing: The delivery of over 1,700 new dwellings, the majority of which will be traditional family housing
- Extension of Confey Main Street; Improvements along Captains Hill and Cope Bridge to improve connectivity to Leixlip and Confey Main Street (Captains Hill) becoming an extension and revitalisation of the existing Confey Main Street
- Community Hub: Provision of a mix of education, community and civic uses, including a civic/community building and recycling centre, a primary school, a post primary school, public open space and a community play space, and a site for a community leisure centre / swimming pool
- Urban Centres: Provision of supporting retail / commercial uses (of which are complimentary to the offering in Leixlip Town) alongside homes and public realm improvements
- Open Space: Provision of three new public parks, playgrounds, allotments, community gardens and the protection and enhancement of biodiversity through the provision of woodlands and, wetlands alongside enhancement of canal side with sporting opportunities integrated
- New Cemetery: Provision of a site for new cemetery (site identified in section 3.14, figure 70)
- Transport: Prioritise active transport modes and public transport with a Mobility Hub offering a range of transport options so that car use is minimised

Confey at a glance..



Figure 4; Confey Masterplan Summary; All figures are indicative

2. Context

2.1 Leixlip in Context

Strategically located within the Dublin Metropolitan Area (DMA) and adjoining Confey Railway Station, a significant development opportunity exists to develop a transformative new mixed use neighbourhood which is intrinsically connected and complementary to the existing services and facilities within the built-up area of Leixlip while also facilitating a significant modal shift, maximising sustainable transport modes. The Confey lands north of Leixlip which relate to this Masterplan currently comprises circa 73 hectares. Key to achieving the delivery of this new neighbourhood in a coherent and sustainable manner is the timely delivery of critical supporting infrastructure.

The growth of Leixlip has been restricted by the boundary that is the canal and thus Confey has not been developed. The Leixlip LAP recognises, however, that *“the future strategic direction for the expansion of Leixlip will be focused around the rail based site at Confey...”*

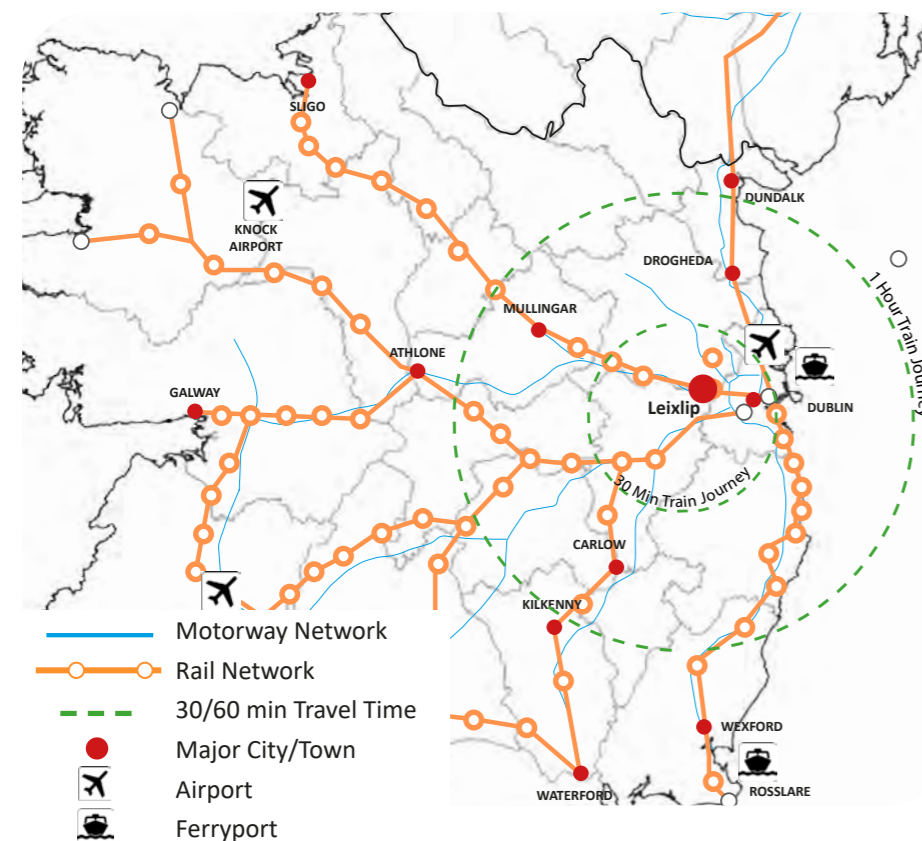


Figure 5; Leixlip in Ireland, Strategic Context



Figure 6; Leixlip Town

Linking into Existing Networks

The Confey lands are currently accessed via the R149 from Leixlip with a single carriageway/signalised junction from Captains Hill to Confey. The R149 extends further north to a junction with the L1015. This regional road continues in an eastern direction and then north connecting to Ongar, County Dublin. The L1015 provides access to Confey from a western direction connecting to Kellystown Lane, the L1014 to the south west. Two local roads branch off the L1015 and the R149 north east towards Ongar and north west towards Dunboyne.

Confey GAA Club with its clubhouse and playing facilities is located to the north of the Royal Canal. Confey cemetery is centrally located within the Confey lands. South of the Royal Canal and the railway line, however, a number of existing amenities are located within an 800m radius of the lands including Leixlip library, Riverforest Neighbourhood Centre, primary and post primary schools. Of significant importance to the area is the presence of Confey train station to the south of the masterplan lands where services are frequent and will further improve following the completion of the DART Expansion Programme.

The Royal Canal greenway cycle route which forms part of the Euro Velo Route 2 part of a Pan-European walking and cycling route, linking Galway to Moscow extends in an east west direction to the south of the subject lands.

Figure 7 opposite and on later pages show the walking catchments from

- Cope Bridge is a 1 minute walk from Confey
- San Carlo School is 500m to the south
- Leixlip Library & Community Centre is 200m to the south
- Leixlip town centre and Confey Community College are within a 20 minute walk
- Intel and St Catherines Park are a 30 minute walk.

There is opportunity to provide improved links between Leixlip and Confey and this is one of the primary objectives that the masterplan proposes to achieve.

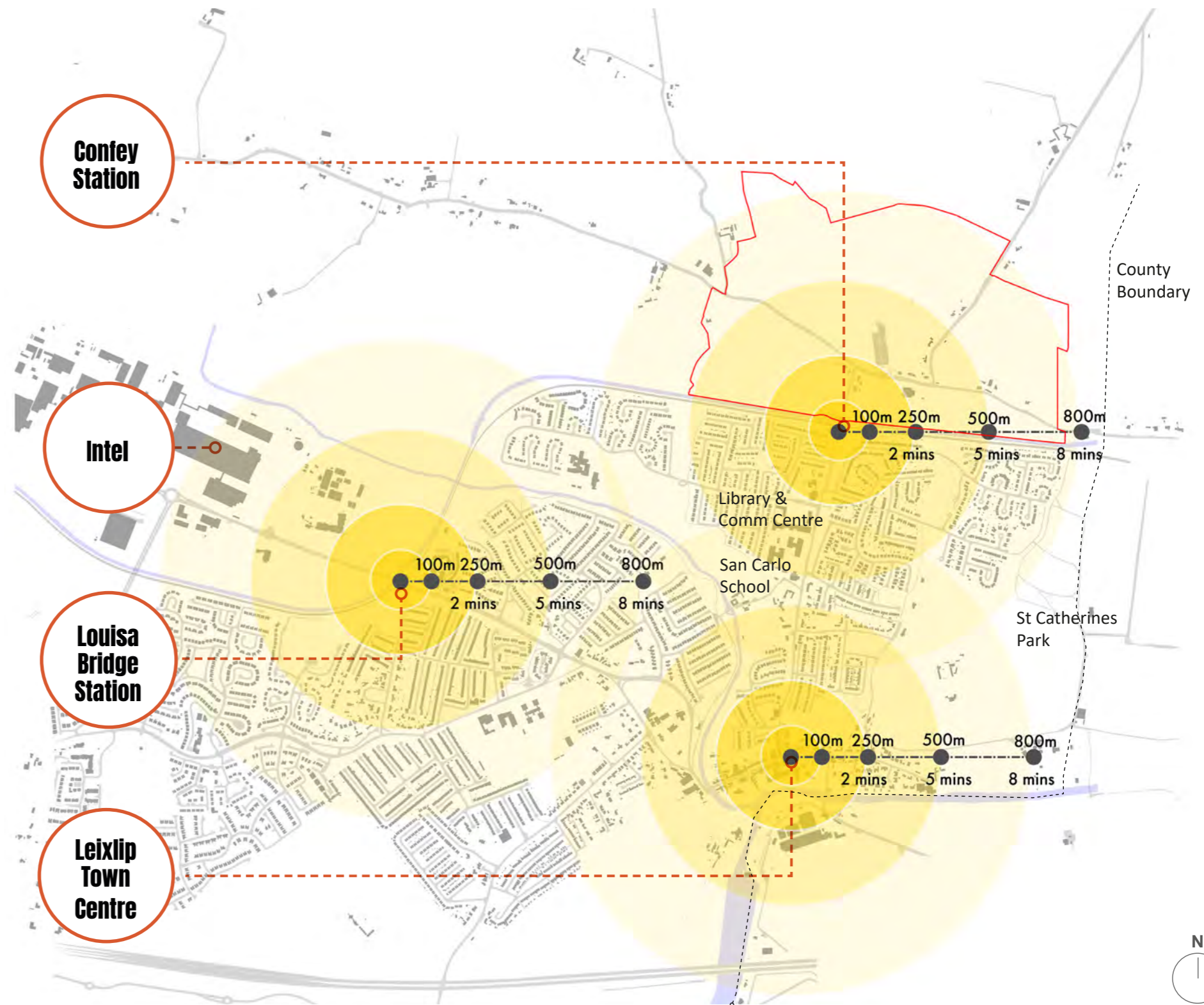


Figure 7; Travel Distances from Confey and Leixlip Main Street

An Extended Main Street

All lands within the subject masterplan area are within a 10 minute walk of existing amenities and facilities. The proposed masterplan seeks to build on these connections with improvements along Captains Hill and Cope Bridge helping to improve connectivity to Leixlip and Confey Main Street (Captains Hill). This plan aims to create a extension and revitalise the existing Confey Main Street (Captains Hill) creating a complimentary offer as an extension of the Confey Neighbourhood centre being subordinate to Leixlip Main Street. To accommodate the Confey Masterplan development, it is proposed to provide continuous pedestrian and cycle facilities adjacent to Captain’s Hill and to upgrade junctions along the route as indicated in the STMR.

The proposed upgrade is expected to present the following benefits:

- Safe, convenient and continuous active routes linking Confey Masterplan to Confey and Leixlip Main Street;
- Connecting Confey to existing schools, shops and other amenities within Leixlip;
- Pedestrian and cycle priority at junctions;
- Improved traffic operation along Captain’s Hill including easier access off side roads into Captain’s Hill;



1. Cope Bridge with Confey Station behind



4. San Carlo Senior School



2. Leixlip Library & Community Centre



5. Confey Retail Centre



3. Leixlip Library & Community Centre



6. Cope Bridge & Surrounds - Present Day

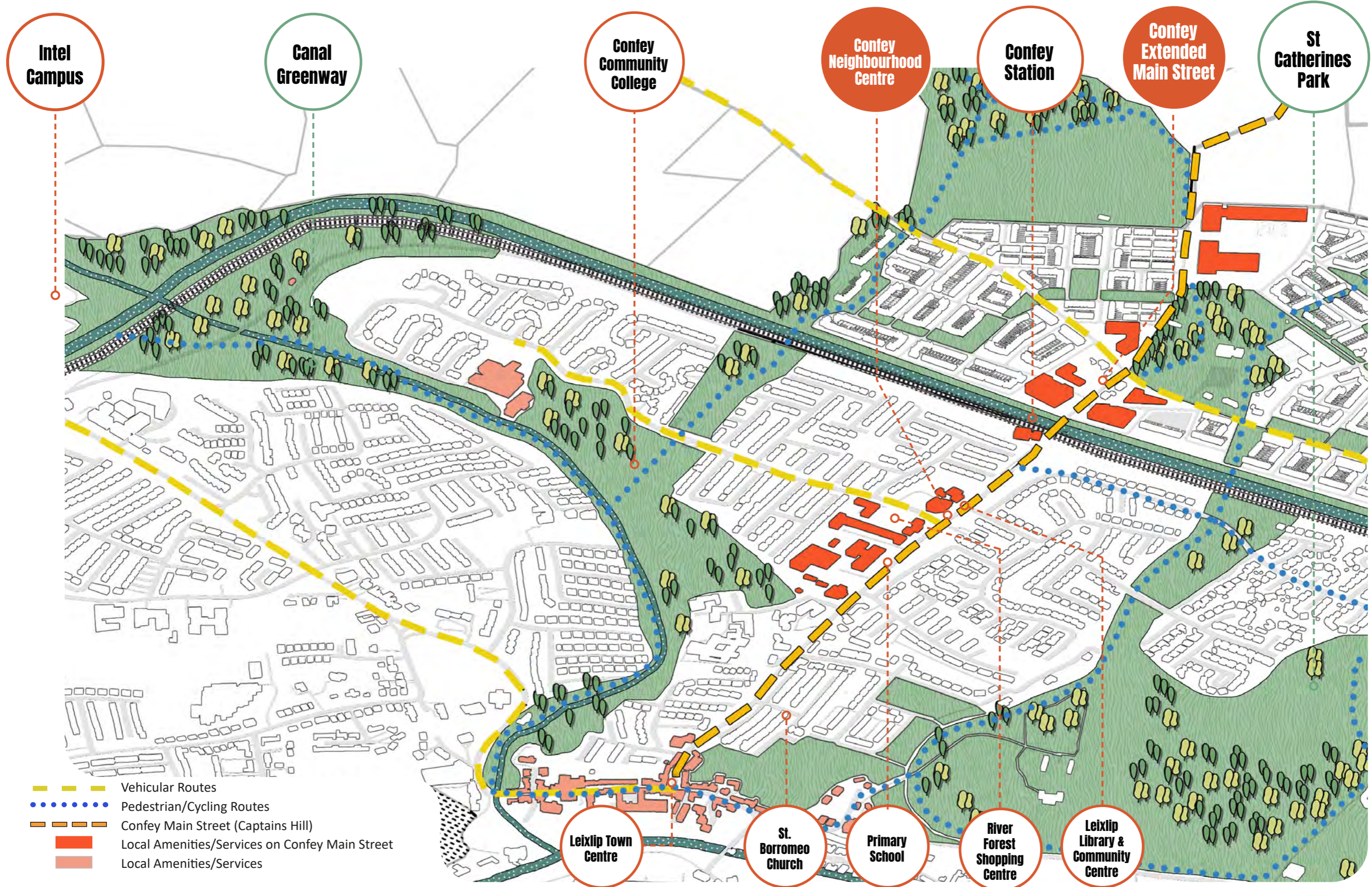


Figure 8; Indicative Confey Leixlip Connections Diagram

2.2 Understanding the Site

Infrastructure

There a number of wayleaves associated with existing infrastructure on the site and proposed works to Cope bridge to be considered. All constraints associated with the Royal Canal and railway lines alongside protected structures within and in close proximity to the masterplan lands have been taken into account as part of the development of the masterplan layout. Wayleaves and their exact locations will be investigated further as each development parcel is developed. The existing graveyard and associated constraints are to be considered in the masterplan development.

The southern sections of the Confey lands are traversed by an existing 750mm trunk sewer and a high pressure gas pipeline. Over and underground utilities are located within and adjacent to the lands, including a low voltage power line which extends north west of the masterplan lands.

Confey Church and Confey Castle are located within the masterplan lands. Both structures are listed on Kildare County Council's Record of Protected Structures, B06-03 Confey Church ruins and B06-04 Tower of Confey Castle.

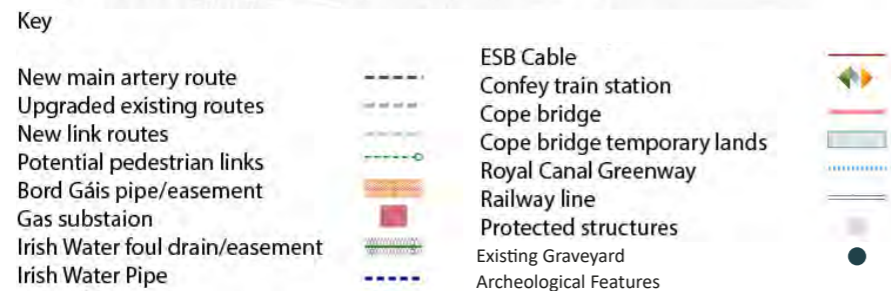
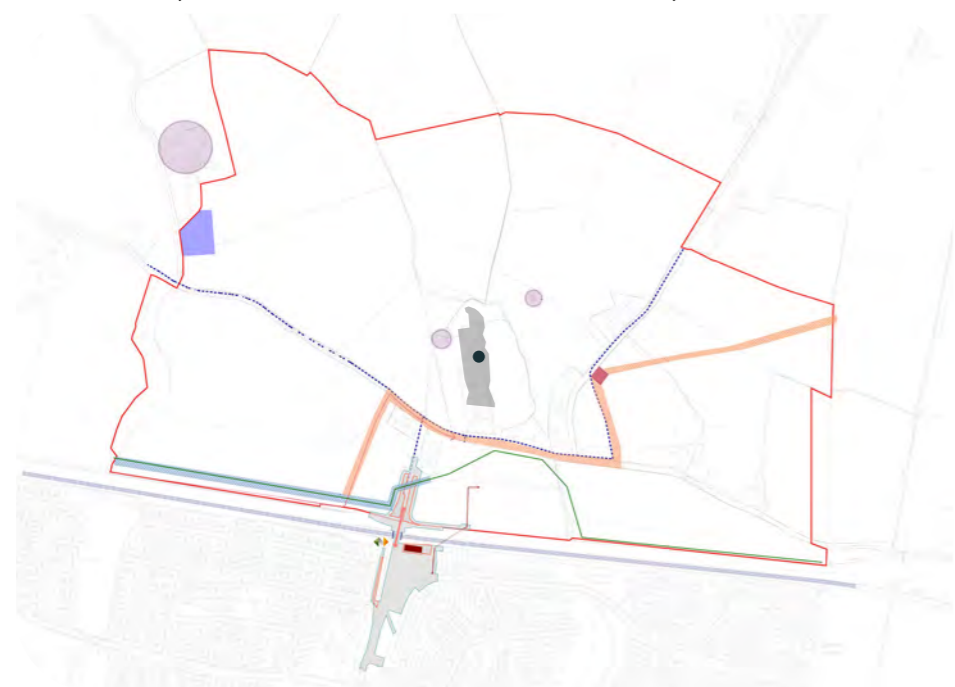


Figure 9; Existing Infrastructure Diagram

Natural Features

There are a number of existing hedgerows, field lines and watercourses that inform the masterplan layout. In order to both maintain and enhance existing features and biodiversity, the masterplan aims to keep the majority of the features and watercourses to reduce its impact on any wildlife and biodiversity while also integrating the existing features into future landscape, SUDS and biodiversity strategies.

A Strategic Flood Risk Assessment (SFRA) was also completed in respect of the Masterplan to support the preparation of the LAP and on the following pages it can be seen that these zones predominantly lie within open space and any impact on development should be considered in the masterplan. Section 3.6 outlines how the masterplan mitigates against the flood risk below.

It is acknowledged the LAP seeks to prioritise the protection/preservation in situ (or upon agreement preservation by record) of items of archaeological interest as shown on the LAP Map No. 2 Leixlip Built Heritage and Archaeology from inappropriate development that would adversely affect and/or detract from the interpretation and setting of these sites



Figure 10; Natural Features Diagram*
*refer to LAP Map 2 and the Historic Environment Viewer for the SMR Zone

Topography

The lands at Confey are generally rural in character and relatively flat and gradually slopes from the south by the canal up towards to North West. As a result of this topography the lands benefit from views over the canal and back towards Leixlip. Hedgerows, shrubs and trees define field patterns with steeper areas seen where the railway meets the lands to the south of the site boundary. There are some protected structures in the lands and have been considered as part of the masterplan development

The Confey site slopes from approximately 55m to 64m from South to North-West from the canal.

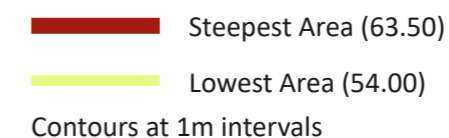
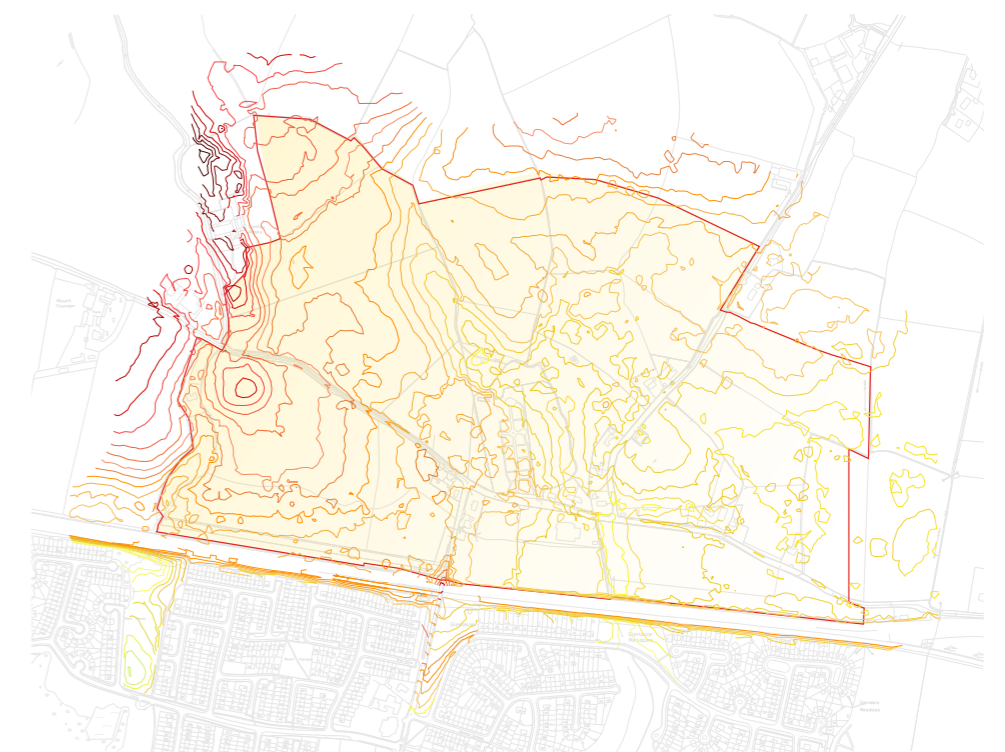
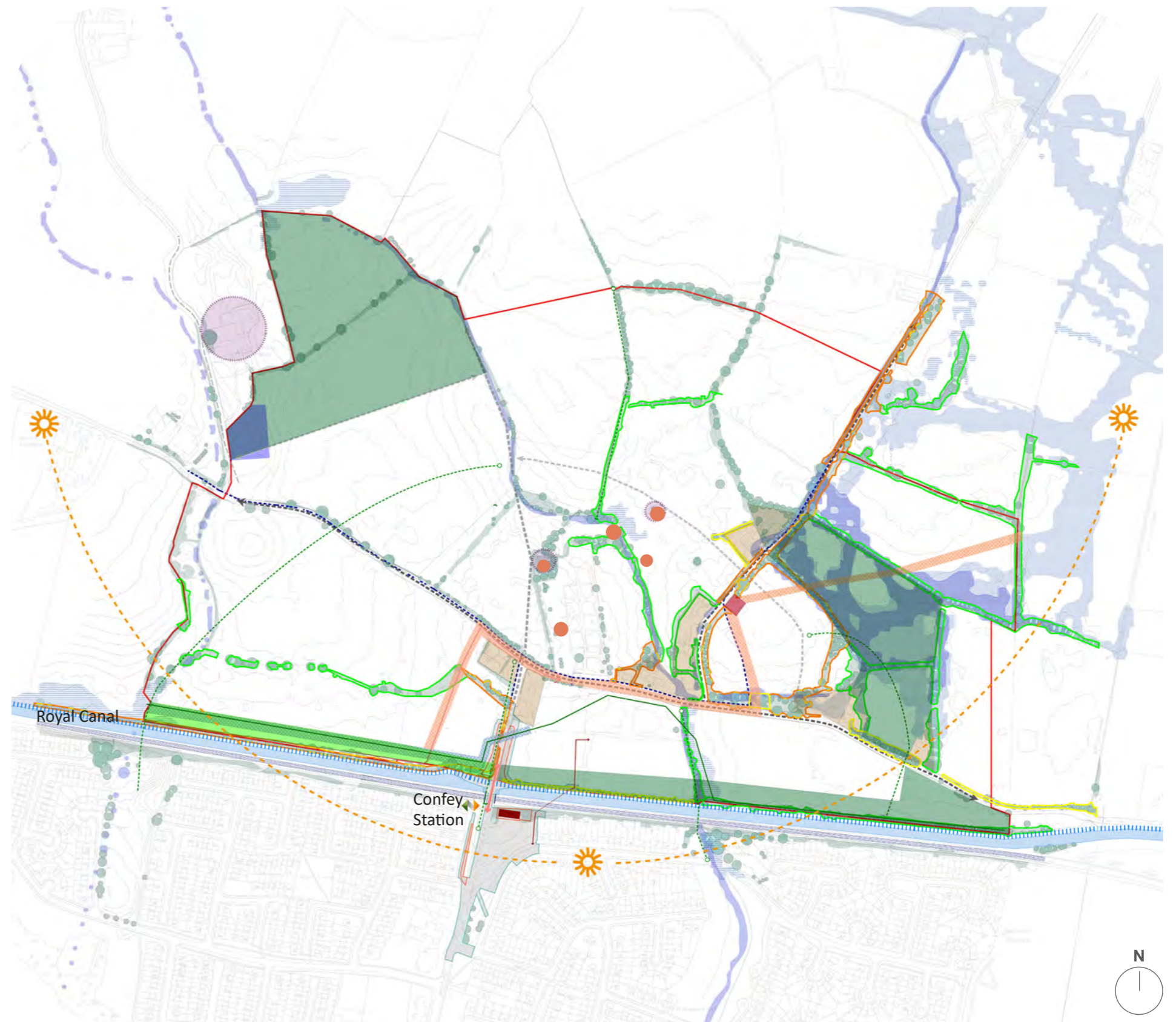


Figure 11; Topography Diagram

The lands comprise of agricultural lands divided by a network of existing trees and hedgerows. The Royal Canal adjoins the southern boundary of the Confey lands with St. Catherine’s Park located to the south east across the canal and rail line. The relatively flat nature of the Masterplan lands particularly the lands located in close proximity, i.e. 250/300m, to Confey Railway Station provide opportunities for increased building heights and where appropriate, higher densities. There are a number of existing opportunities and constraints as part of the masterplan development at Confey. The masterplan at Confey seeks to work with these constraints, discussed previously these are noted on the opportunity and constraints drawings

- The delivery of a new neighbourhood for Leixlip focused on sustainable transport modes maximising the areas proximity to the existing railway station and future DART Expansion Programme.
- The ability to develop a new community hub and retail offering capable of meeting the demands of the projected population in a manner which respects existing site features.
- The potential to facilitate the development of the Royal Canal Greenway.
- Increased pedestrian and cycle connectivity to the Leixlip to the south.
- The opportunity to integrate existing natural habitats and infrastructure features in a manner which connects green and blue assets.
- Opportunities for pedestrian/cycle connections to St. Catherine’s Park amenity lands via Glendale Meadows.
- The ability to enhance existing green infrastructure along the Royal Canal Greenway.
- The identification of suitable lands uses for lands identified as being prone to flooding.
- The sensitive integration of existing built heritage items located within and adjoining the existing cemetery into the future design of the area



Key

New main artery route	--- (dashed black line)	Confey train station	⬇ (arrow pointing down)
Upgraded existing routes	- - - (dashed grey line)	Cope bridge	⬆ (arrow pointing down)
New link routes	— (solid black line)	Cope bridge temporary lands	⬇ (arrow pointing down)
Potential pedestrian links	- · - · - (dashed line with dots)	Royal Canal Greenway	⬆ (arrow pointing down)
Bord Gáis pipe/easement	— (solid orange line)	Railway line	⬆ (arrow pointing down)
Gas substation	■ (solid red square)	Protected structures	⬆ (arrow pointing down)
Irish Water foul drain/easement	— (solid blue line)	Sterilised land	⬆ (arrow pointing down)
Irish Water Pipe	— (solid purple line)	Existing trees/hedgerows	⬆ (arrow pointing down)
ESB Cable	— (solid yellow line)	Record of Monuments and Places (RMP)	● (solid red circle)

Figure 12; Overall Site Constraints Diagram*
 *refer to LAP Map 2 and the Historic Environment Viewer for the SMR Zone

2.3 Planning Context

This section provides a brief overview of the relevant statutory planning context, including national, regional and local planning policies and objectives.

National Planning Framework

The National Planning Framework (NPF) is the Government’s high-level strategic plan for shaping the future growth and development of our country out to the year 2040. Achieving compact growth is one of the National Strategic Outcomes. The NPF includes relevant policies and objectives to provide more attractive, liveable, well designed and high-quality urban spaces. Dublin City and Metropolitan Area is identified as critical to Ireland’s competitiveness and as part of the key future growth enablers, it identifies progressing the sustainable development of new greenfield areas for housing, and requiring a holistic approach to ensure that residential and employment development is served by public transport, infrastructure and amenities.

Regional Spatial Economic Strategy – Eastern and Midland Regional Assembly 2019-2031

The Regional Spatial and Economic Strategy for the Eastern and Midlands Region 2019-2031 (RSES) is a strategic plan and investment framework to shape the future development of the region to 2031 and beyond. The primary focus of the RSES is to support the implementation of the National Planning Framework (NPF) and National Development Plan (NDP) and the economic policies and objectives of the Government by providing a long term strategic planning and economic framework for the development of the region.

The Regional Settlement Hierarchy provides for three distinct areas across the Eastern and Midland Region comprising of the Dublin Metropolitan Area, the Core Region and the Gateway Region. Leixlip is located within the Dublin Metropolitan Area (DMA) and along a ‘Strategic Development Corridor’ referred to as ‘the North- West Corridor (Maynooth/Dunboyme line and DART expansion)’ which is part of the development strategy for the DMA.

Table 5.1 ‘Strategic Development Areas and Corridors, Capacity Infrastructure and Phasing’ notes the strategic role of Leixlip and the lands at Confey stating the following:

“Leixlip – strategic greenfield lands near Confey station with capacity for phased development, improve links to Leixlip and adjoining Dublin/Meath lands”

Kildare County Development Plan 2023-2029

The Masterplan has regard to the relevant provisions of the Kildare County Development Plan 2023-2029 (CDP). The Core Strategy (Section 2 of the CDP) reflects the overall strategy within the RSES and notes that ‘the greenfield lands at Confey have also been identified as a strategic rail-based neighbourhood, including residential and education development and mixed uses close to Confey Railway Station’.

Within Table 2.7 ‘Settlement Hierarchy and Typology of County Kildare’, Leixlip is considered a ‘self-sustaining growth town’, which is defined as: ‘...towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.’

It is an objective of the CDP (Objective UD A2) to ‘Prepare a series of Masterplans / Urban Design Frameworks over the lifetime of the Plan, in co-operation with relevant stakeholders’ including for the lands at Confey, Leixlip.

Leixlip LAP 2020-2023 (As extended to 2026)

The Leixlip Local Area Plan (LAP) sets out an overall strategy for the proper planning and sustainable development of Leixlip, including for the lands at Confey.

The Masterplan boundary reflects the lands identified for the Confey UDF in the Land Use Zoning Objectives Map within the LAP. This comprises lands predominantly zoned a mix of ‘C: New Residential’; ‘E: Community and Education’; ‘F: Open Space’, ‘F2: Strategic Open Space and Amenity’; and, ‘MU: Mixed Use’.

As set out above, the Masterplan seeks to deliver a planning framework which will be in accordance with the requirement of the Leixlip Local Area Plan, underpinned by the policies and objectives set out in Section 12.7 of the LAP, in particular ‘Policy CON1 – Confey’. The Masterplan replaces the UDF as an updated version of Appendix 1 of the LAP and builds on the previous analysis undertaken to inform the future development of Confey. The LAP places an emphasis on the Confey Lands, stating that:

“While a significant level of growth can be accommodated within/adjoining the defined Central Statistics Office (CSO) boundary for the Leixlip area, the level of housing growth required in the County Development Plan Core Strategy creates the need to identify suitable greenfield lands which are capable of accommodating further growth in the region of 1,765 residential units.”



Figure 13; Extract from the RSES Dublin Metropolitan Area Strategic Plan

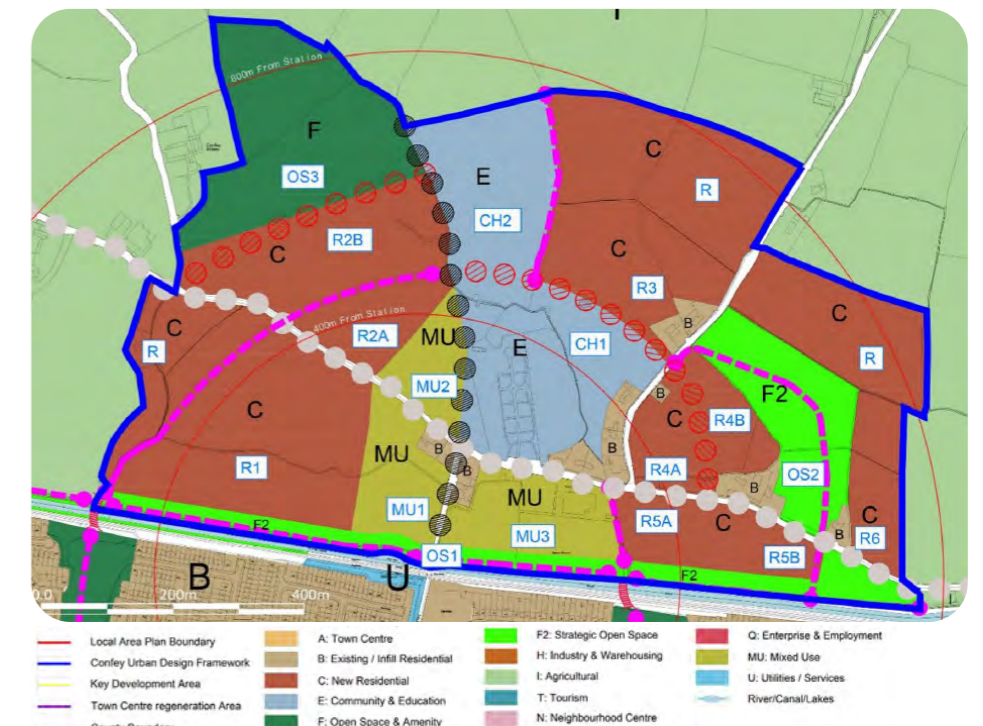


Figure 14; Extract from the Leixlip LAP Land Use Zoning Objectives Map

2.4 Existing Transport & Mobility

Transport Context

The Confey lands are located at a location where significant public transport improvements are planned. These include the Dart + West railway upgrade and the extension of the Bus Connects C-Spine towards Confey. There are existing road links through the Confey lands to the east, west and north which provides the opportunity to create improved connections to Ongar / Blanchardstown, Lucan, Intel and Maynooth by reconfiguring these routes to offer a higher level of road safety and to cater for all modes of travel.

The existing and proposed transport infrastructure makes the Confey lands ideally located to accommodate a large scale residential development. The land can be linked to existing and planned transportation infrastructure, while capitalising on local transport assets such as the DART station. An active town centre can be developed to reduce the need to travel elsewhere for services with active streets and where shopping, community and educational services are within 10 minutes walking and cycling distance.

Existing Pedestrian and Cycle Accessibility

The Confey lands are currently poorly served by pedestrian and cycle links and has limited connectivity between the lands and the existing built area of Leixlip. There is no pedestrian infrastructure along the roads within the Confey lands at present and pedestrians are forced to walk in traffic lanes where sight distance is limited. The pedestrian network within Leixlip is well developed however lacks permeability between different estates which results in long walking distances. It goes without saying that the railway line and Royal Canal segregates pedestrian movement between Leixlip and the Confey lands and there is a need for improved integration once the Confey lands are developed.

Within Leixlip the quality of footpaths is generally in a reasonable condition although the surfacing in some locations is broken and routes are discontinuous. There are a number of off-road pedestrian routes in and around the town, some of which follow features such as the Rye Valley, Royal Canal, Síleacháin Valley and St Catherine's Park, whereas others act as links between different housing estates. This results in a very good level of pedestrian permeability throughout the town.

Confey benefits from its adjacency to the Royal canal in terms of cycle connectivity. The Royal Canal greenway provides both a viable local commuting link as well as important amenity value. The greenway is in the process of being upgraded, which upon completion will form a link from Dublin to Longford along the canal, with a further cycle route planned on to Galway. The large majority of the off-road pedestrian routes throughout the town are also cyclable. This, in combination with the quiet residential streets, results in a good network of cycle friendly routes which the Confey masterplan can connect to and enhance.

Existing and Planned Public Transport

The Confey Masterplan is located on the Dublin – Sligo Railway Line. The Leixlip Confey train station is located south, adjacent to the development. The station is served by the Dublin— Maynooth commuter rail service provided by Iarnród Éireann. This is a highly frequent service providing an excellent service to Dublin convenient to use to commute to work, education facilities or shopping and waiting times for the next train is limited. Train services to Maynooth is at a 30-minute frequency which is still a highly frequent service and provides an attractive service for students travelling to Maynooth for educational purposes.

As part of the DART+ West, the Dublin-Sligo rail line from Connolly Station to Maynooth will be electrified, while level crossings along the line will be removed and the signalling infrastructure of the line will be upgraded. This work will be carried out to provide additional railway services on this line and thereby improve the capacity, frequency and quality of the service. Passenger capacity will increase and will facilitate fast, frequent and reliable transport to the surrounding communities. DART+ West is likely to have design implications for Confey Station and, subject to detailed design, the replacement of Cope Bridge. The upgrade of the bridge has positive implications for the town in terms of improved vehicular, pedestrian and cyclist provision and capacity.

Bus services within Leixlip have seen significant improvements when the NTA's BusConnects scheme was implemented. BusConnects C Spine, which launched on 28th of November 2021, serves Leixlip via the C3.

Existing Road Network

The road network within the vicinity of Leixlip is shown below. The M4 runs to the south of Leixlip in an east to west direction. The most direct access from the M4 to Leixlip is available from junction 6 which intersects with the R449 and a more indirect access to Leixlip is junction 5 which intersects with the R148. The Confey masterplan area is located 15km from Dublin City Centre. The R449 provides a direct link to Intel and terminates at a roundabout junction with the R148. The R148, the former N4 runs through the Main Street linking Leixlip to Maynooth to the west. It is also possible to gain access to the Main Street of Leixlip via Green Lane, which runs through the residential estates in the west of Leixlip.

Vehicular access to the masterplan from the national road network is primarily provided via the R149 Captain's Hill which intersects with Leixlip Main Street which links to the M4 Junction 5 via the R148 to the east. Alternative access routes are possible either via Lucan to the east from M4 junctions 3/4 via Clonee Road and the R149 or by travelling around the west of Intel via the R148, the L1014 and the L1015 Dunboyne Road approaching the Confey Lands from the west. Vehicular access to the masterplan area is also available via the M3 located to the north of the masterplan. The nearest junction off the M3

with either the R147 /R149 and the L3025 is however more than 5km from the masterplan area and is not expected to be an attractive route.

Within the masterplan area the most prominent roads include the R149 Captain's Hill route that directly connects Leixlip to the masterplan and the east west L1015 Dunboyne Road. There are also local rural roads available which serves farms and one off housing within the area.

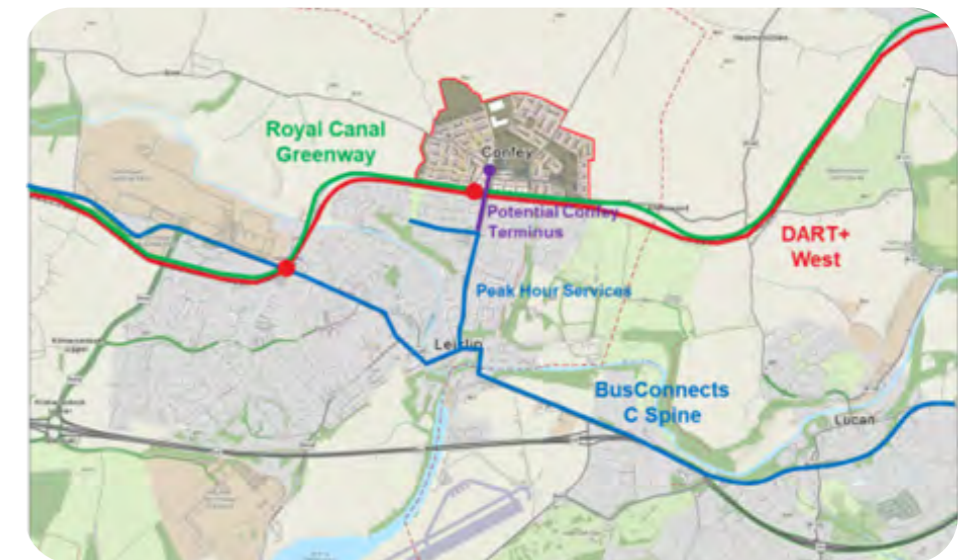


Figure 15; Existing and Planning transport connections to the Confey Masterplan

Leixlip LAP

The Leixlip LAP identifies a number of location specific transport objectives across the town. It also identifies specific objectives associated with the development of the Confey lands, which are proposed to be addressed as part of the masterplan. These include:

- Two new pedestrian bridges across the Royal Canal and Rail line
- Improvements to Cope Bridge
- Road and footpath improvements along Confey Road and Captains Hill (north of Cope Bridge)
- Proposed new road and pedestrian/cycle route objectives. The overall route objectives of these proposals are being fulfilled, however their exact alignment differs somewhat from that shown in the LAP.

2.5 Utilities Strategy

Existing Surface Water

A large portion of this site is rural greenfield in origin and there is limited positive drainage across the site. There are a number of streams/ditches which traverse the site, notably the Moor of Meath Stream and Oranstown Stream, which run generally North to South across the site. These streams are culverted under the Royal Canal before discharging to the Liffey. The Rathleek Stream flows in a North to South direction along the western boundary of R1 lands. There is currently no hydrological connection to the Royal Canal. There is existing localised surface water drainage within the Confey Graveyard, and surface water drainage along the roadways is gathered by roadside ditches before discharging to streams.

Existing Foul

There is an existing Uisce Eireann foul sewer which runs through the Southern side of the Confey Lands. This is a 400mm dia sewer, which increases to a 750mm dia sewer.

Existing Water

The location of existing public watermains have been sourced from public records maintained by Uisce Eireann. These include the following:

- Existing 3" uPVC watermain along the Dunboyne Road
- Existing 50mm uPVC spur South on the R149
- Existing 50mm uPVC spur North from the R149

Design Criteria

For the Confey Masterplan Lands, the proposed foul and surface water drainage systems will be designed in accordance with the following guidance and

- Part H of the Building Regulations
- BS EN 752 Drain and Sewer Systems outside Buildings
- The Greater Dublin Strategic Drainage Study (GDSDS)
- CIRIA C753 Sustainable urban Drainage Systems (SuDS) Manual
- DHLGH Nature-based Solutions for the Management of Rainwater and Surface Water Runoff in Urban Areas, Best Practice Interim Guidance Doc.
- DMURS Advice Note 5 : Road and Street Drainage Using Nature Based Solutions (June 2023)
- Greater Dublin Regional Code of Practice for Drainage Works
- Kildare County Development Plan 2023-2029
- Uisce Eireann requirements.

A climate change factor of 20% will be applied in line with local authority requirements. The drainage design software package Micro Drainage will be

used in determining the optimum design for the stormwater network for 100-year storm events. Any subsequent planning application will also have regard to the relevant water, wastewater services and surface water / drainage policies and objectives set out in the Kildare County Development Plan and Leixlip LAP.

Proposed Surface Water

The development team is committed to incorporating a Nature-based approach to SuDS where possible, utilising the existing water courses and natural characteristics of the site to retain the existing drainage pathways, improve the quality of water leaving the site and maintain the discharges in line with the greenfield run off rate. Storage and treatment at source will be prioritised, with green/blue/comboination roofs incorporated on commercial and community buildings, and rain gardens and bio-retention planters incorporated at the domestic scale. Natural attenuation features such as dry-detention basins and swales, along with filter trenches and perforated drains under porous surface treatments, will be incorporated at the community scale, providing amenity while encouraging infiltration where the ground conditions permit or conveying water back to the existing natural water features downstream. In the spirit of retaining existing drainage pathways, there is no proposed hydrological connection to the Royal Canal. Any surface water discharging from the site will be directed under the Royal Canal, via the existing culverts, to ultimately discharge to the River Liffey

Proposed Foul Drainage

Foul discharges from the development will be collected in a separate branched network system which will ultimately outfall to the Uisce Eireann foul sewer along the southern end of the Confey Lands. Where feasible, all wastewater discharges will be drained by gravity. Small pump stations may be required to facilitate long runs due to the extents of the site.

Proposed Water

A new watermain network will be installed as a ring main feed serving the different catchments of the proposed development to supply both the domestic and fire demands. This will be designed in accordance with Uisce Eireann's 'Code of Practice for Water Infrastructure' and detailed in accordance with Uisce Eireann's 'Water Infrastructure Standard Details' documents.

Waste

In accordance with the Kildare County Development Plan and the Leixlip LAP, subsequent planning applications where required by a detailed resource waste management and operational waste management plan

Electricity Network

According to ESB mapping for the area, there is little capacity left in the closest substation (Leixlip 38kV) and a new 38kV substation is likely required to serve the full masterplan lands. The time frame for delivery of this new substation is dependent on the electrical demand generated by the quantum of development and mix of building typologies associated with the phased delivery of the masterplan.

Gas Network

A high-pressure gas pipeline traverses the southern section of the masterplan lands, which could be used to serve the development. However, with the sustainable aspirations of the project and the recent updates to Part L of the building regulations in mind, a more energy efficient approach to servicing the development is proposed.

ICT Networks

ICT infrastructure is readily available in Leixlip with the T50 Dublin Dark Fibre Network route passing through lands to the west of the masterplan area and an Enet fibre running to the south of the masterplan area parallel to the Royal Canal. New fibre connections could be established through these existing networks.

2.6 Flood Protection, SUDS and Climate Resilience

Historical Flooding

Historical flooding occurred in this area in 2002. The Silleasechain and Walterstown Streams burst their banks flooding part of Allenswood Road, two properties and the Confey Junction with Allenswood Road. Analysis undertaken as part of CFRAM reports indicate that the approximate return period for the 2002 event was the 1% AEP / 1 in 100-year event.

Fluvial Flooding

The CFRAM flood extent mapping highlighted in the figure above shows out of bank flooding along the four streams running through the Confey Masterplan lands. A small number of properties appear to be located within the 0.1% AEP flood extent from the Walterstown, Allenswood and Leavalley watercourses. The primary impacted areas are agricultural lands.

Pluvial Flooding

The PFRA mapping highlights significant pluvial extents to the east of the zoned lands but there are pluvial extents shown in low-lying areas adjacent to the Moor of Meath (River).

Climate Change

There is a large increase in Flood Zones on the eastern side of the Silleasechain Stream in the Allenswood area. There is also a large increase in flood extents for Both Flood Zones where culverts for the Moor of Meath (River) and Silleasechain stream go under the Grand Canal. The flood zones for both streams merge in lands to the north of the Grand Canal.

Masterplan Design Considerations

Open Space and amenity areas have been located to coincide with flood risk areas in so far as possible. The proposals ensure that highly vulnerable development uses (i.e. the residential units, school sites etc.) are not located within Flood Zone A or B. Climate Change flood extents have also been used to influence the zoning in the Confey Masterplan as the flood extents substantially increase in this area in the MRFS flooding scenario. Any future developments in the Confey areas will be subject to SSFRAs. The SSFRAs should address the site layout with respect to vulnerability of the proposed development type, finished floor levels should be above the 0.1% or 1% AEP levels where appropriate, flood resilient construction materials and fittings should be considered and the site should not impede existing flow paths or cause flood risk impacts to the surrounding areas. SSFRAs should also examine climate change scenarios.

Climate Resilience

Opportunities exist to incorporate Sustainable Urban Drainage Systems (SuDS) measures, including attenuation, rain water harvesting and permeable paving. There are also opportunities to incorporate landscaping design for the provision of sustainable drainage systems such as swales running parallel with pathways and green corridors. The actual layout and types of attenuation features will be determined based on detailed underground and over ground site analysis and will inform the detailed design for the Framework lands at planning application stage.



Figure 17; Ponds, detention basins, green / blue roofs, permeable paving & planter boxes are some aspects that should be incorporated into proposal within the masterplan lands

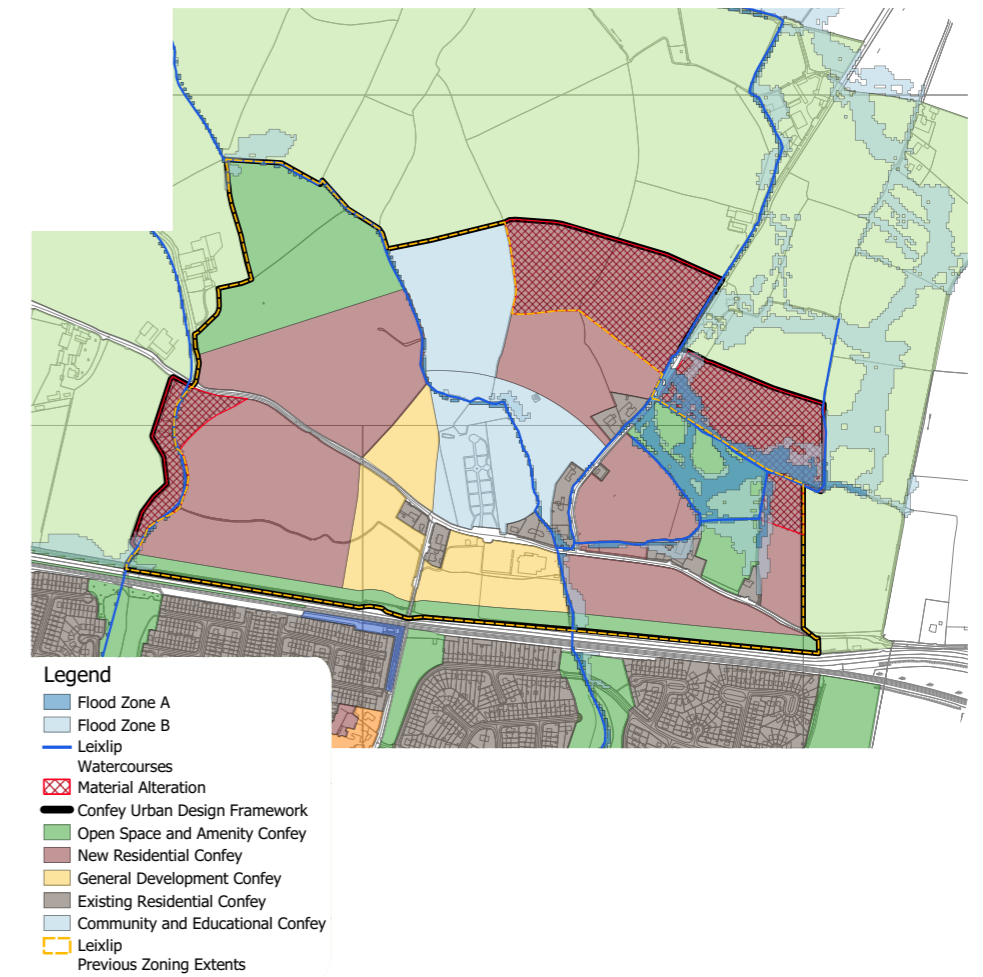
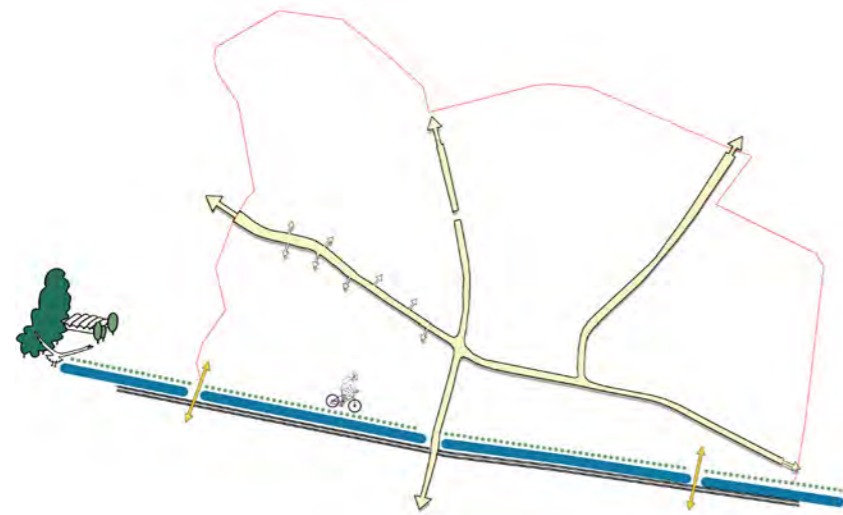


Figure 16; Strategic Flood Risk Assessment (SFRA) Map, October 2019

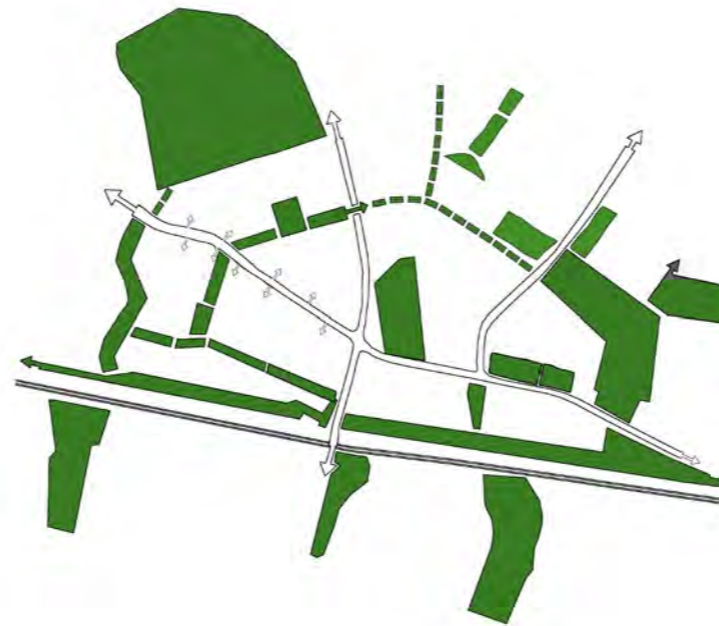
3. Masterplan

3.1 The Masterplan

A Sustainable Continuation of Leixlip Town



Linked into Leixlip



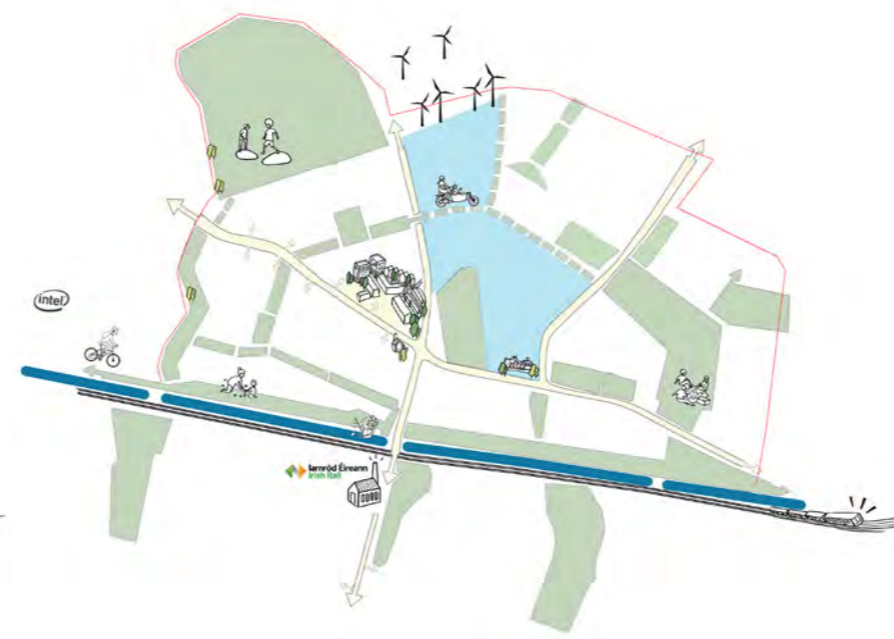
Structured through landscape



Blue and green thresholds



Active streets and future transport



Community at its heart, connected to Confey Main Street



Denser and greener

3.2 Creating a Sustainable Community

Key values, principles and constraints have informed the proposed layout and outline masterplan for the wider site.

Sustainable neighbourhood and communities.

- Plenty of green connected open space and urban spaces with planting, walkable and cyclable areas within the development.
- Promoting healthy and happy living through outdoor community and amenity areas.
- Incorporating useful areas for residents such as parks, outdoor gyms and playground facilities and canal side recreation.
- Providing seating and play infrastructure making inclusive neighbourhoods for all ages.
- Successfully integrating with adjacent and improved existing green space networks and links.
- Provide retail and commercial opportunities to compliment the existing offer in Leixlip Main Street and Confey Neighbourhood Centre

Promoting and providing sustainable connections

- Promoting cycling over driving through the careful design of cycle facilities and reducing car parking.
- Making connections to available public transport opportunities like Confey Railway Station.
- Promoting active and social travel through homezones, laneways and play streets

Confey will be a joyful place to live with sociable streets and green spaces; high quality homes connected to local centres accessible by walking and cycling. It will set the agenda for sustainable living.



Figure 18; Leixlip and the Confey Masterplan Area

3.3 Creating a Place for All

Balance and variety are the hallmarks of successful places.

- Confey will be a place for all, young and old, for different sized families and different financial outlooks; for bright minds and strong communities. Confey will bring houses and apartments, co-working and home working; places to live, work and grow through mixed typologies and tenures, multi-generational and livable homes.
- Confey will welcome people of all ages and ethnicities. With an array of choice in size, style and type, the plans factor in the challenges of our time to create a neighbourhood where residents can scale up and down, adapt and change, whilst remaining part of a vibrant community.
- Most of the homes in the scheme will be owner-occupier, 2, 3 and 4 bedroom family homes. However, there will also be some one and two bedroom apartments and homes suitable for older people, some social housing and a number of rental units. This is to ensure a balanced, mixed community develops through typologies that are tenure blind providing opportunities for existing Leixlip residents and young people to move to the area.
- The dwelling sizes and mix will be developed in compliance with the appropriate development plan, national guidelines and other relevant standards. This will be addressed as part of the planning application process including provision of the appropriate part V and affordable housing requirements.
- Higher densities are needed to make new communities sustainable and justify high quality public transport and other facilities. Every house will have its own private space suitable for small children, pets and general sitting out. The public open spaces and parklands will be distributed throughout the scheme so that every child will have access to a local play area. Streets will be narrow and designed for very low traffic speeds to priorities pedestrians, promote doorstep play and community togetherness
- Older children and young adults will be catered for by sports facilities in the parks including playing fields, a larger playground, skateboard park and MUGA alongside a public realm designed to consider needs of teenagers.
- The public realm will be designed in accordance with universal and accessible design guidelines consistent with the development plan requirements and provide plenty opportunities for various forms of outdoor seating promoting a safe, passively surveilled streetscape for all ages and abilities.
- Residents of all ages will have access to community gardens and allotments where possible.

Key Attributes



Variety of homes and tenures



Adaptable, sustainable homes that can be adapted to a your needs



Inclusive well connected open and play spaces to cater for ages and abilities



Various public realm and community spaces promoting community togetherness



Figure 19; Examples that showcase variety of places for all ages and abilities

3.4 Land-use

Figure 20 indicates the proposed land uses for Confey in accordance with map no. 4 of the Local Area Plan. The main land uses proposed are mixed use, residential, community and open space zoning.

The mixed use zoning has the potential to provide a variety of uses in the form of a new street/neighbourhood. Here, as noted in section 1.5, the provision of supporting retail / commercial uses alongside homes and public realm improvements will compliment the offering in Leixlip Town. The detail of the offering is to be agreed at Development Management stages and as noted, should be provided as a response to current facilities within Confey and Leixlip. Some of the uses in the mixed use areas may include a cafe, gym, co-working space, local shop, local retail stores and community room. Any proposed uses will be in accordance with LAP Section 13 Land use Zoning objectives and 13.1 Land Use Zoning Matrix.

The residential lands provide for density ranges based on the particular areas proximity to the existing train station (discussed further in section 3.12). Supplementing these land uses and in recognition of the presence of the existing cemetery within the centre of the Confey lands, a new community hub has been identified which will have the capacity for civic/community uses, a primary school, recreational and amenity uses. North of this central hub a site has been identified capable of accommodating a Post Primary school and a site for a potential community leisure centre / swimming pool.

Lands uses have been designated so as to capitalise on the existing features in the area while also aiming to maximise the potential to create a sustainable neighbourhood, centred around the presence of Confey Railway Station and the Royal Canal through the provision of a network of green pedestrian and cycle corridors. Such measures are further enhanced through the provision of a new park to the east which will serve the local population and is intended to connect to St. Catherine’s Park via a new pedestrian/cycle friendly crossing of the Royal Canal and railway line at Glendale Meadows.

The GAA lands at Confey are zoned Mixed Use in the Leixlip LAP due to their central location within the subject lands and their proximity to the planned DART+ West railway upgrade at Confey Railway Station. The Mixed Use land use zoning has the potential to provide for a variety of uses to complement the new Confey neighbourhood. Any such development shall be delivered in Phase 5 of the proposed development of the Masterplan and in close consultation with the landowners.

It is anticipated that the build out of the masterplan area will take a number of years to complete. Pending the development of later phases of the development, the Planning Authority will welcome the development of temporary ‘meanwhile uses’ on the lands that would support the development of the emerging community.

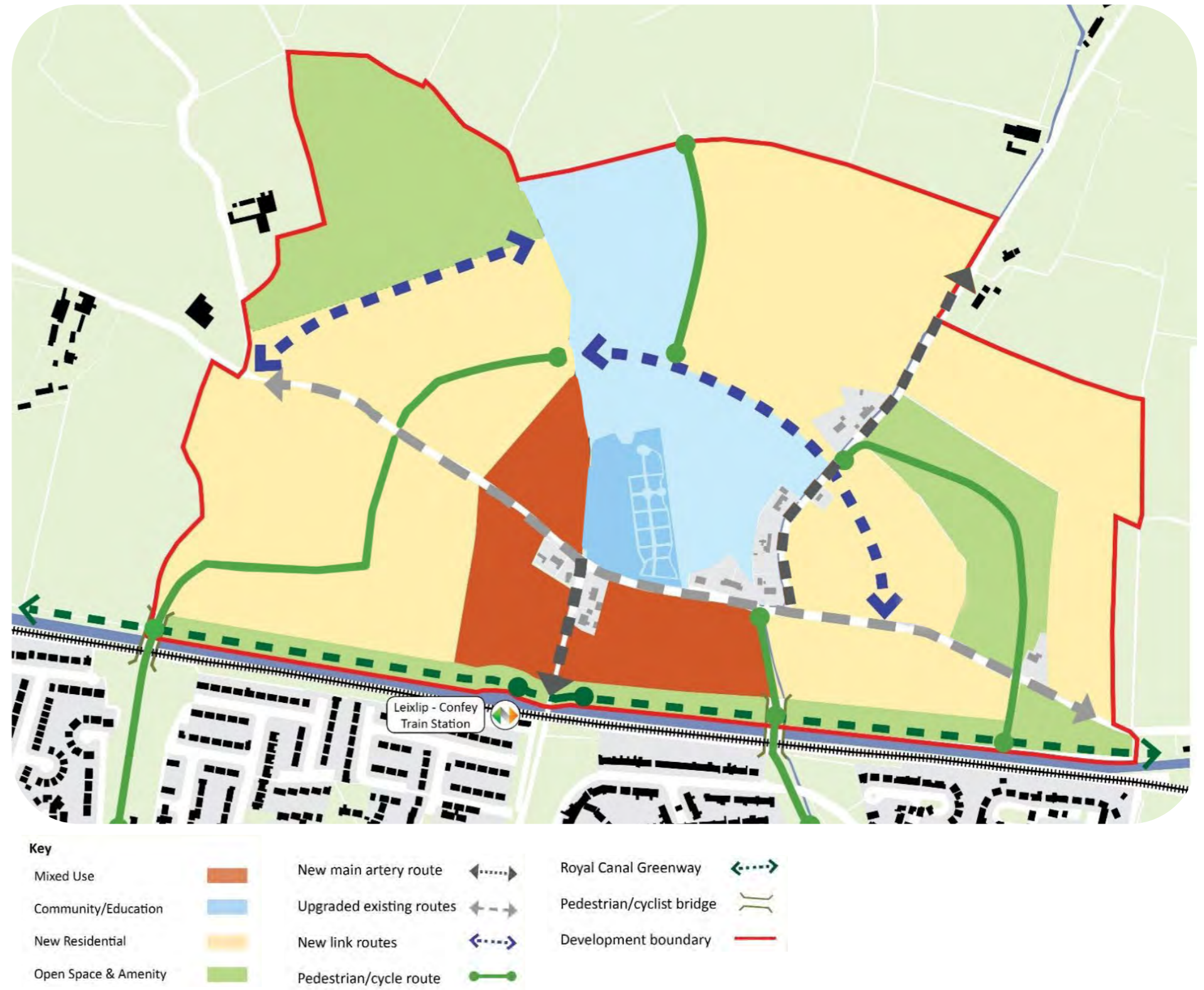


Figure 20; Confey Land-use Map

3.5 Landscape, Green Infrastructure, Open Space Strategy and Public Realm

Green Infrastructure & Ecological Enhancement

The Royal Canal which runs parallel to the railway line allows connectivity for both terrestrial and aquatic habitats. Hedgerow connectivity in this area is also particularly good (with high and moderate value hedgerows present). The railway corridor acts as an important 'Key' Green Infrastructure habitat which provides relatively undisturbed areas of mature trees, scrub and hedgerows. There are also small areas of woodland where the verge is wider. These habitats also run parallel to the Royal Canal in the east of the town. Both of these linear corridors form important habitat networks from the east to the west of Leixlip that are key to Confey Masterplan.

Hedgerows, treelines, watercourses and extensive areas of grassland within the farmlands of Confey provide an excellent network of Green Infrastructure habitats which are interlinked and support widespread habitat connectivity across not only the Confey area but the wider plan area including lands at Collinstown, Leixlip Manor, Leixlip Castle Demesne, St. Catherine's Park and Barnhall. These will be further complimented by a nature based SUDS approach as discussed in section 2.5.



Figure 21; Artist impression of the view from Trainline into Confey Lands

A Hierarchy of Open Spaces

The masterplan provides for the retention of identified high to moderate quality planting, trees or hedgerows where feasible which provide a valuable resource and enhance the quality of the new neighbourhood at Confey. Such ecological enhancement measures provide the opportunity for greater habitat features and greater connectivity of benefit to a range of potential species, notably along proposed 'ecological corridors' on site. Measure for the protection of retained trees, hedgerows (including tree protection zones and root protection areas) and replacement planting will be provided as part any application within the masterplan lands, as necessary.

The green spaces within the masterplan have been structured as discussed in the coming pages to provide well connected green spaces near the doorstep of all homes. Building on the development concept seen, the proposal seeks to create development lands connected by new and existing open spaces. Open spaces of differing characters (discussed in the following pages) form each development parcel discussed in later sections while connecting them together through open space linked to the designated open spaces mentioned below;

OS1: 'Open Space and Amenity' lands shall be provided in the form of a linear parkland following the path of the Royal Canal extending northwards. Detailed landscape design of this space should ensure this new parkland space will be integrated with the Royal Canal incorporating potential canal side square as seen in fig.50 in section 3.12 in order to create an attractive and usable space which is passively supervised by new developments fronting onto the canal.

OS2: The framework for the future development of these lands also provides for a new parkland space to the north east which will act as a local park catering for the local needs of residents while also acting as a key ecological connection point between the Royal Canal and development lands to the north east. This space shall provide for a wetland habitat parkland, including walkways/routes through the lands. The provision of formal play spaces for various ages will also be required within the development of this new parkland setting.

OS3: Provision of municipal sports and recreational facilities on a site area of c. 7ha

See the Confey Lands Design Code for more detail on the design and considerations within the open spaces described in the following pages. The masterplan will also commit to transferring all lands zoned Amenity and Open Space to Kildare County Council



Figure 22; Overlay of green infrastructure within the masterplan for Confey Lands

Canal Edge - Open Space 1

- Capitalise on the amenity potential of the Royal Canal by setting it within a linear park, creating a destination and an attraction
- Create a setting for the canal to have recreational uses on the water in association with uses at the water edge potentially incorporating a canal sports facility along the route.
- Improve the active routes along it for walking and cycling by improving pathways and by creating activity along its length either through active commercial uses or spaces
- Create an improved focal point, with development to engage directly with the water and open spaces along its length, with a new local centre and square fronting the canal (fig. 50)
- Dedicate space for a biodiversity and ecology corridor challenges alongside amenities such as cycling and walking routes, outdoor gym, play space, seating areas, extended harbour and canal based community facility
- Detailed proposals including the Canal Square along this route will be required to respond to and consider Cope Bridge upgrades

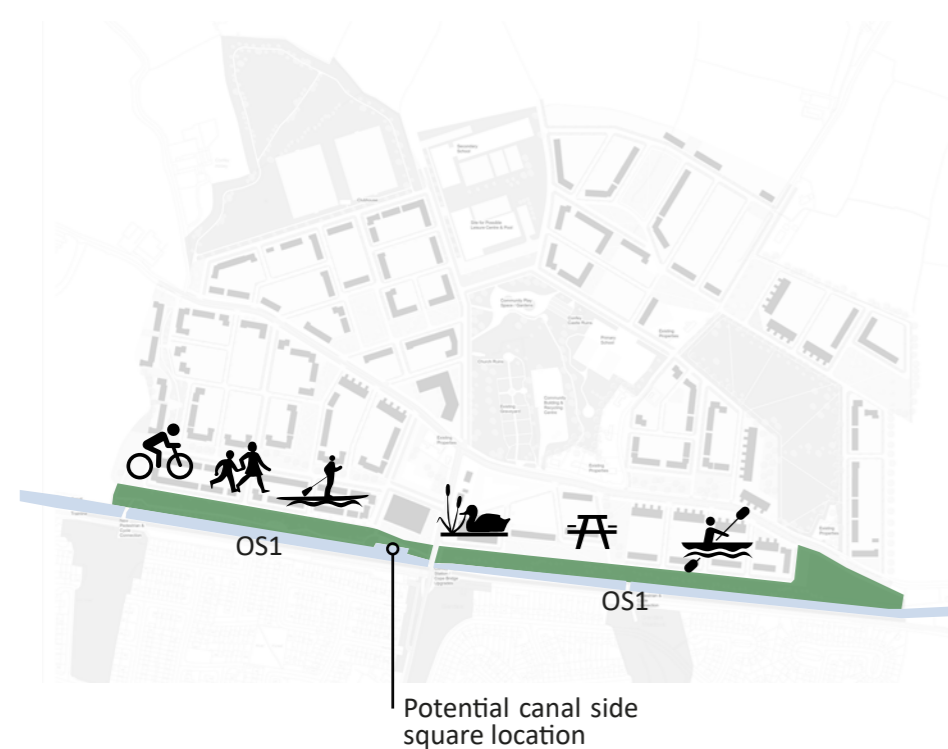


Figure 23; Open Space 1

Local Parks - Open Spaces 2 & 3

- Distinctive urban park character, with a series of subspaces combined along a pedestrian spine.
- Softscape dominated park, with large grass open spaces and parkland trees.
- Character of the space gradually transforms from urban to natural setting from the neighbouring developments towards the north
- Hosts a variety of amenities. For example potential amenities could include (but are not limited to); a central formal play area, municipal playing pitches, outdoor gym / callisthenics area, skateboard park, adventure playground, outdoor classrooms, community gardens / allotments, Muga's and expansive grassed open spaces for informal play, picnic and kick-about
- Provide community gardens where possible, alongside areas rich in biodiversity and wildlife friendly areas



Figure 24; Open Space 2 & 3



Figure 25; Example open spaces

Green Fingers

- Creates ecological connections within the wider landscape through a continuous canopy.
- Under the canopy shared pedestrian and cyclist routes are created to increase connectivity, promote sustainable traffic modes and to promote biodiversity by helping to connect residents with nature.
- Along the routes a series of open spaces are created to provide accessible spaces for the community.
- To enhance inclusivity for everyone, an informal play, nature and activity trails can be connected where possible to the shared walking and cycling route.



Pocket Parks

- Smaller local parks to provide immediate access to amenities for residents who do not live in close proximity to the Local Park.
- The character is of a smaller suburban park, with informal grassed open spaces, play opportunities and generous seating provision alongside cycling and walking infrastructure.
- Ideal for elderly residents and families with smaller children who would prefer recreational facilities near their doorstep.



Neighbourhood Square

- Vehicular Traffic Along Periphery
- Protected Pedestrian / Cyclist Only Zone
- Seating and Play Opportunities
- Opportunities for Outdoor Extension of Cafe or Restaurant
- Way-finding and Permeability
- Passive Traffic Calming Measures
- Water / Play / Seating Sculptural Feature where appropriate

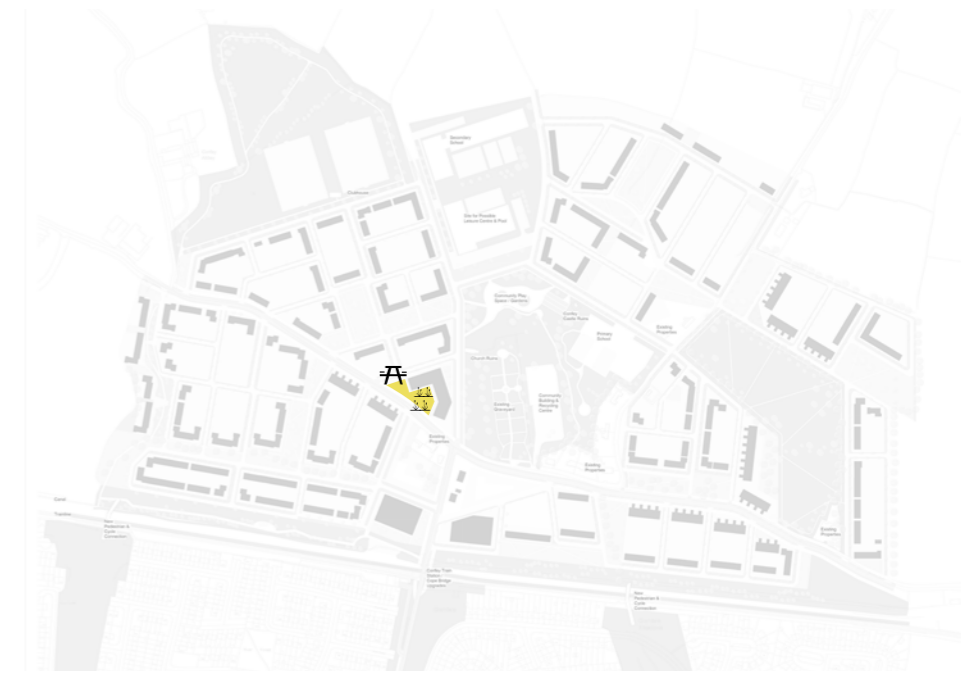


Figure 26; Green Finger Locations with precedent image below



Figure 27; Pocket Locations with precedent image below



Figure 28; Neighbourhood Square Locations with precedent image below

Wetlands and boundaries

- Natural wetland character with board walks and viewing platforms where possible over the attenuation ponds that collect the majority of the surface water from the site. These areas could be within the open areas as indicated below or more localised open space areas.
- The wetlands will also be considered in the management and mitigation of flooding.



Figure 29; Wetland Locations with precedent images below

Privacy Strips and Building Curtilage

- Ground floor apartments and terraced houses without on curtilage parking need special attention in regards to privacy and private open space.
- Clear delineation is needed between the public and private spaces.
- Planted buffer strip to be provided where possible that not only physically divides the public and private areas but it also provides screening and privacy for the apartments.
- A small patio space is also provided behind the planting buffer for each unit where appropriate. These spaces can accommodate a small table with chairs, or a few bicycles.
- If there is a need, they can be fully enclosed by low garden gates



Figure 30; Precedent images of high quality boundary and privacy treatments

Habitat Mapping

The Habitat Mapping Study carried out for Leixlip in 2014 includes the vast majority of the Confey lands. Section 3.4 of the Habitat Mapping Study2 identifies important habitats throughout the LAP Area. The following sites are noted as being of particular importance within the Confey Masterplan lands and should be taken into consideration in the future development of the area.

- TN10 Confey Church: Located within the grounds of the cemetery, the church dates to c. 1200AD and is amongst one of the oldest churches in Ireland. This monument is partly covered in ivy and the gaps and cracks between the brickwork offer suitable roosting for bats. The very mature trees surrounding the church include old yew some of which is suitable for roosting bats;
- TN11 Small ephemeral pond/standing water: Located to the east of the cemetery, this field provides a suitable habitat for amphibians such as Smooth Newt and Frog. The pond lies near a wet ditch which runs alongside this eastern boundary;
- TN12 Confey Castle: This area offers a number of buildings for roosting bats. Features include loose/cracked roof tiles, openings into the structures e.g. missing window panes, holes in the roofing etc. A number of these buildings are also partly covered by dense ivy and surrounded by matures trees which offer habitat connectivity; and
- TN13 Derelict Cottage and Farm Buildings: This area offers a number of suitable buildings for roosting bats

3.6 Flood Mitigation

The masterplan has been designed to mitigate against the flood risk as presented in section 2.2 and 2.6. As seen in fig. 31 the masterplan has been laid out in a way that all areas of Flood Zone A & B are either within zoned open space or have been designed to be areas of allocated public open space in the relevant lands avoiding the development of homes in all highlighted areas. The proposals ensure that the location of highly vulnerable uses (e.g. residential uses, schools etc.) are not located in Flood Zone A and B.

As set out in Section 2.6, opportunities exist to incorporate Sustainable Urban Drainage Systems (SuDS) measures, including attenuation, rain water harvesting and permeable paving. There are also opportunities to incorporate landscaping design for the provision of sustainable drainage systems such as swales running parallel with pathways and green corridors to appropriately mitigate and manage flood risk. The actual layout and types of attenuation features will be determined based on detailed underground and over ground site analysis and will inform the detailed design for the Framework lands at planning application stage.

Planning applications will, where appropriate, need to be accompanied by a detailed site specific flood risk assessment to be considered by planning authorities in determining applications.

A number of existing watercourses and streams, including the Rathleek Stream, Oranstown stream and the Moor of Meath traverse the Confey masterplan area. These streams provide important ecological, drainage and flood relief functions and will be retained as open watercourses across the masterplan. Where necessary, localised culverting may be considered, subject to detailed design at planning application stage. The masterplan policy is to minimise the number and length of culverts in line with the Council policy. The ecological, drainage and flood relief functions of the watercourses will be maintained.



Figure 31; Overlay indicating the floodzones within the masterplan. Note; there are no built frontages with the Flood Zones A and B

3.7 Sports, Passive Recreation, Active Recreation and Play Strategy

In accordance with the LAP and development plan, the lands will support the provision of children’s play facilities where appropriate incorporating numerous aspects of passive and active recreation as you move through the lands.

As part of any future permissions within the masterplan lands a play strategy should be included to demonstrate compliance with the objectives set out in the KCC LAP and development plan. Alongside this all play areas and the design of such are to be agreed with KCC Parks where possible prior to submission of planning application. Locations of all play areas should align with the Confey Masterplan open space strategy, section 3.5.

Consideration and design for inclusiveness and accessibility for all ages and abilities is integral in the development of a play strategy with provision of spaces for all ages including, the often marginalised, age groups between 12 & 18 will be essential to the growth of a sustainable new community. Within both the open spaces and the public realm the creation of a safe child friendly streetscape will enhance passive, unstructured and imaginative play outside of the playground. Multi functional play areas can also allow children and young adults of differing ages to learn and mix with one and other how many generations before remember.

Across Confey, it will be important to consider how children will travel to school and how active school zones can promote walking, cycling and scooting both to and from school. Safe segregated slow to low trafficked routes promote this and with the integration of aspects such as play and nature trails can make places and routes that are playful, educational and engaging.

Homezones and play streets promote doorstep play that can become areas where a parent or guardian can feel comfortable allow children out to play while staying within their home. Shared private amenity courtyards or homesteads are also gated areas within developments that again can be places promoting and encouraging recreation and interaction of all ages.

The Masterplan shall comply with the provisions of the Open Space and Outdoor Recreation Strategy at Appendix 3 of the Kildare County Development Plan 2023-2029. The masterplan will also provide additional sport facilities to compliment the existing offer and specific playground design and facilities will be subject to planning proposals.. This is discussed in section 3.14 with further detail on specific play, sporting and recreation elements in the Design Code section 4 & 5.



Figure 32; Examples of community playspaces and gardens with an emphasis on biodiversity, SUDs and play for all ages

This page is intentionally left blank

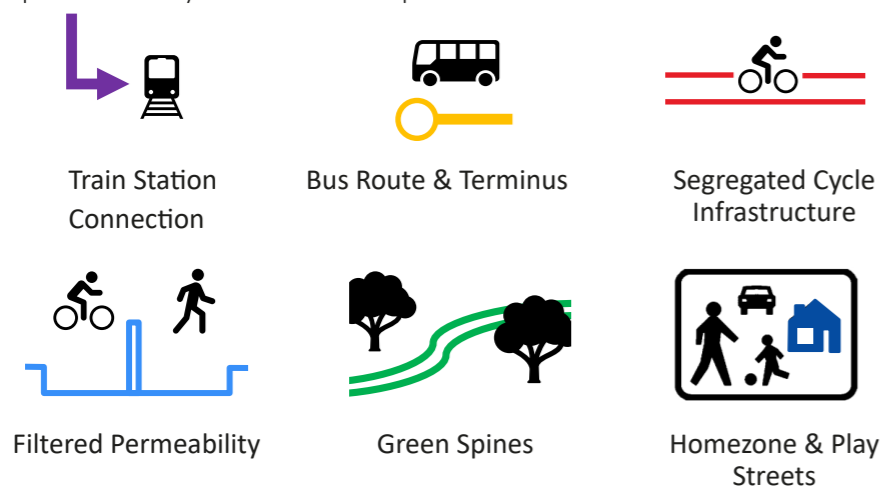
3.8 Transport & Mobility Strategy

Vision

The transport vision for the Confey masterplan is to prioritise sustainable transport through both the provision of new infrastructure within the site, and improved integration with existing and planned external transport infrastructure. The Confey Strategic Transport and Mobility Report, a supplement to the masterplan document, provides further detail on this section discussed. At present, the Confey site is well situated in terms of sustainable transport access, with Confey Train Station immediately to the south of the site, the Royal Canal running along its southern border, and a Bus Connects terminus location nearby. Planned upgrades to the rail line as part of the DART + West project, and the Royal Canal Greenway which is currently under construction, will further enhance the sustainable transport characteristics of the area and improve connections to key trip destinations such as Dublin City Centre, Intel, and Maynooth.

The proposed masterplan will prioritise sustainable transport modes through its infrastructure provision, including a primary off-road cycle network connecting all areas of the site, high quality pedestrian infrastructure with attractive public realm features, and provision of internal bus stops allowing for extension of existing bus routes to/through the site. The masterplan is ambitious in this aspect and aims to reduce car trips by almost 20% compared to the existing car modal share in Leixlip, see supporting STMR. Mobility hubs are proposed across the site, which will allow for rental of micro-mobility options such as bikes/e-bikes, cargo/e-cargo bikes, e-scooters etc. along with potential car sharing options at the larger hubs. These Mobility Hubs will have the potential to tie into other hubs across the region as they are rolled out further. The roads/streets within the masterplan will provide priority to active modes, with the use of Home Zones and Local Roads being designed as people first places as opposed to vehicular thoroughfares. These streets will create attractive places to live, and further encourage the use of sustainable modes of travel.

As part of this key sustainable transport considerations were considered:



Creating a Walkable and Cyclable Community

The masterplan has created a series of pedestrian and cycle routes and infrastructure to promote active travel, connectivity and linkage. Through the provision of safe and segregated infrastructure the scheme hopes to create a very permeable and accessible site connecting both residential character areas to community space with clear routes for cycle users.

Secure cycle parking will be provided for residents, along with short stay visitor parking throughout the masterplan in appropriate locations. The provision of cycle parking will align with standards set out in the Cycle Design Manual (2023).



- Primary Off-Road Routes
- Roadside Cycle Lanes
- Cyclable Roads
- Greenway
- Shared Pedestrian Routes

Figure 33; Indicative Segregated Pedestrian and Cycle Networks within the Masterplan

A Well Connected Neighbourhood -

Impermeable Neighbourhood vs. Filtered Permeability

The masterplan for Confey will have a well connected, permeable and legible block structure. Buildings will be arranged to line the perimeter of blocks, creating passive surveillance of both the street and private open space/gardens in the centre of the block. Buildings will be positioned on the corner of every block.

To illustrate this point, the image below demonstrates the nature of a filtered permeable network, where access to residential units is mostly via local streets within larger blocks bounded by Link/Neighbourhood streets with minimal permeability for vehicles, but full permeability for pedestrians and cyclists.

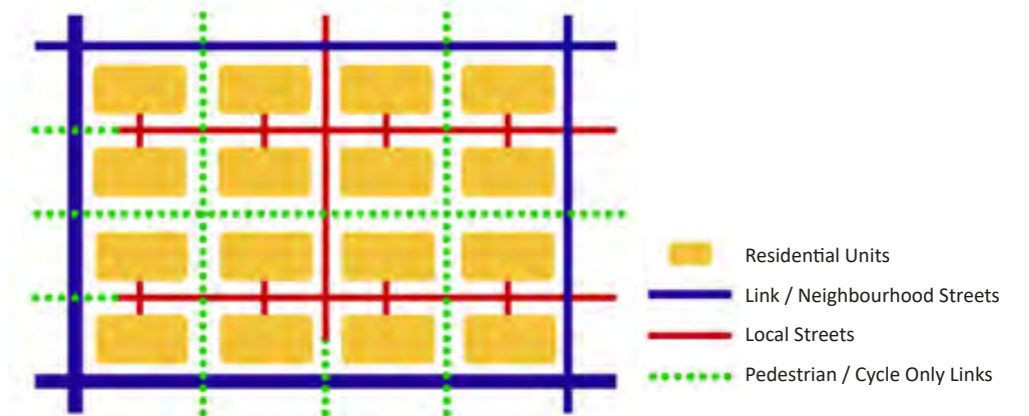


Figure 34; Neighbourhood Concept Diagram



Figure 35; Existing layout in leixlip

Figure 36; Excerpt from Confey Masterplan

Active travel proposals

To overcome the limited connection between Leixlip and the Confey lands the masterplan proposes a movement and access strategy which requires the following works in relation to active travel:

- Two pedestrian/cycle bridges across the Royal Canal and railway line east at Glendale Meadows and connecting through to St. Catherine’s Park and west at Riverforest Park connecting to existing services and amenities within the wider Leixlip area (the detail will be subject to a separate planning process);
- A dedicated pedestrian/cycle connection extending from each of the proposed new pedestrian/cycle bridges to the east and west along a c. 400m circumference from Confey Railway Station extending through a proposed new parkland to the north east;
- Dedicated and passively supervised new connections off the Royal Canal Greenway providing ease of access to the new street
- Pedestrian and cycle paths will be provided along the principal roads and together with other linkages will maximise pedestrian and cyclist permeability in the area. Junctions will be designed in order to give greater priority to pedestrians and cyclists than to vehicular movements;

The masterplan will ensure that all future residents once the masterplan is completed will be within a c. 5-minute walk from the new street/ neighbourhood centre and the proposed community hub. Sustainable forms of transport such as walking, cycling along the new street and main arterial routes shall be prioritised through the development of permeable links, maximising



pedestrian/cycle linkages to this area, the new Community Hub and Confey Railway Station. It is envisaged that the presence of the train station will ensure a high proportion of trips outside the Masterplan lands will be undertaken by public transport.

Captains Hill

In order to accommodate the potential increase in traffic volumes generated by the proposed masterplan, local improvements are proposed to be provided along the length of Captains Hill. Proposed improvements are subject to detail design and the required planning process. These improvements include:

- Signalisation to key junctions at Newtown Glendale and River Forest. This will provide a green phase to allow vehicles to more easily exit these areas without being blocked by traffic running along Captains Hill.
- Changes to the layout/signalisation of the Captains Hill/Main St junction in order to prioritise the Northern arm of the junction at key times, in order to reduce queuing along Captains Hill.
- The provision of safe, segregated cycle lanes along the northern end of Captains Hill, which divert onto off-road routes for the southern portion of the road due to space restrictions.
- Continuous footpaths along side roads to prioritise pedestrians.
- New/improved pedestrian crossings across Captains Hill, including a wider, raised crossing at San Carlo/St Charles schools along with a ‘School Zone’ treatment in this location.

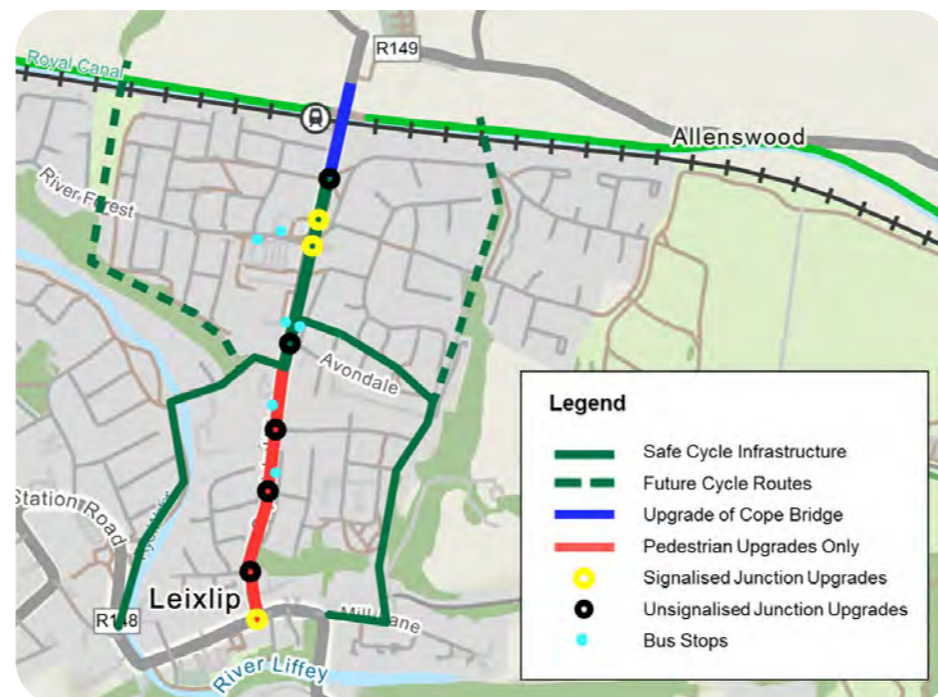


Figure 37; Masterplan proposals to create a active travel network linked into Leixlip

Figure 38; Captains Hill improvement works

Figure 39; Well connected Neighbourhoods that have excellent permeability

3.9 Integration & Connections

Street Network

A street hierarchy (section 3.10) defines the residential plots, green space and mixed use lands. This allows for the integration of sustainable transport methods, promotion of active travel routes and strong connectivity between spaces. The intention for the development is to limit the number of high order roads in favour of providing local streets and homezones, which is focused on active modes of travel and space for people to gather and children to play. A Mobility Hub and secondary hubs incorporating aspects such as E-Bike rental, car sharing and other active travel modes is incorporated into the masterplan design and layouts.

The design of the street network will follow the standards set out in the Design Manual of Urban Roads and Streets (DMURS), and subsequent advice notes such as advice note 6 – Junctions Tightening. See section 3.10 which introduces the street typologies character and the Confey Design Code section 3.2 that discusses each street type in further detail

Where necessary, bus priority measures in the form of bus lanes and/or bus priority signals will be employed. The exact location and design of these measures will be developed in future stages.

Part of creating a sustainable neighbourhood in Confey and key to its enjoyment is to ensure that it is connected and safe for residents, pedestrians and cyclists. The future development of the area will therefore be required to respond to the guiding principles set out in the Urban Design Manual; A Best Practice Guide (DoHPLG 2009) and the National Transport Authority's, Cycle Design Manual 2023 along with other national and local design guidance.











-  Link Street
-  Neighbourhood Street
-  Potential Bus Only Corridor
-  Local Street / Intimate Streets / Homezones
-  Play Street
-  Pedestrian and Bicycle Only
-  Potential Bus Stop location
-  Potential Bus Route North to future link roads
-  Mobility Hub (Primary Hub with a blue outline)
-  Filtered Junction (Bike and Pedestrian Only)



Figure 40; Indicative Street Network within the Masterplan, see section 3.10 that discusses the character of each street

Mobility Hubs

A number of mobility hubs are proposed to be located in key areas the site. A mobility hub is a centralised area that provide residents and employees with a suite of different mobility options. These different mobility options are intended to encourage the use of sustainable modes of transport. Some elements of this proposed hubs include:

- Shared rental bikes / e-bikes / cargo bikes
- Secure bike parking, including bike lockers and specialised bike parking spaces (Cargo, handcycle, tricycle etc.)
- Bike Maintenance/repair tools
- Other micromobility sharing (E-scooter, e-skateboards etc.)
- Car sharing options
- EV charging spaces
- Ancillary services such as shops, cafés, seating etc.

These mobility options will cater for first-mile and last-mile trips, providing options to get to Leixlip and to nearby towns. As such, they can often be connected to key bus stops, or located nearby important nodes/gateways. Mobility hubs do not operate in isolation but forms part of an interconnected network that links town centres and other land use nodes together. Larger 'primary' hubs located in town centre areas would have a larger number of mobility sharing vehicles, along with certain ancillary services such as cafés, information stands etc. The smaller 'secondary' hubs would be more basic, allowing for drop off-pick up of vehicles only, and possibly with a smaller number of vehicles, depending on the location and demand. These hubs can function both as local networks within each town, but also as part of a larger connected regional network allowing for easy travel between towns/areas.

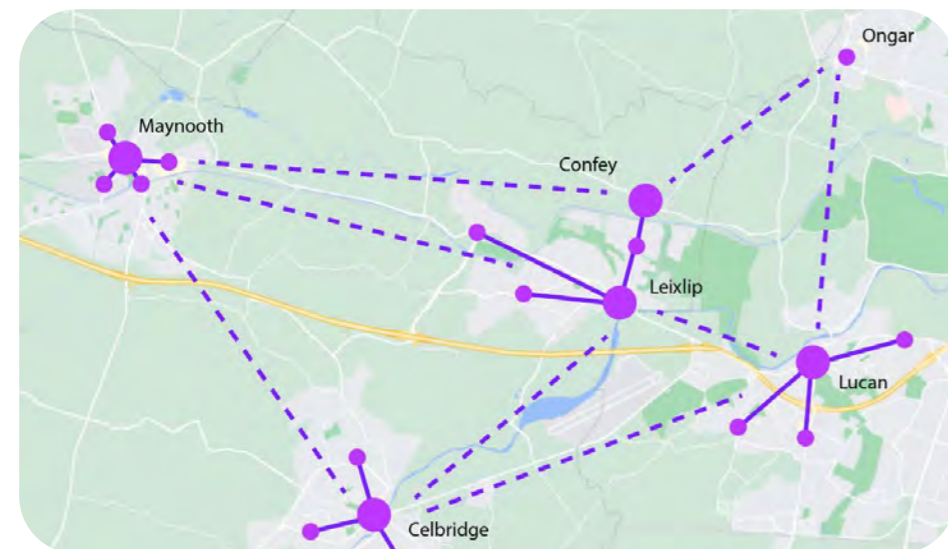


Figure 41; Mobility Node Network within the vicinity of Confey lands

Moving around Confey

How do i get to school?

The masterplan layout is designed to make walking, cycling and scooting to school the most attractive option. In the short term, safe routes to the existing schools in Confey will be upgraded and created where necessary. An area in the heart of the scheme is zoned Community and Educational. This is reserved for new schools and community facilities. The scheme is designed so that all homes will have easy, short traffic free routes to these community facilities.

How do i get to work?

All homes are within a short walk of Confey rail station, soon to be upgraded to DART standard to the City Centre terminating in Bray to the south and Maynooth to the west. The Royal Canal Greenway will provide a fast, off road dedicated cycleway to Dublin City Centre to the east, Intel and Maynooth to the west. New pedestrian bridges over the canal and railway will link the masterplan area back into Leixlip town.

What if i am mobility impaired?

Sustainable impaired mobility travel measures refer to strategies and initiatives that aim to make travel and transportation more accessible and environmentally friendly for individuals with mobility impairments. These will be incorporated into the masterplan. These measures are designed to promote inclusivity, reduce the carbon footprint of transportation, and improve

the overall quality of life for people with disabilities. High quality inclusive pedestrian infrastructure with green infrastructure designed with universal access design principles will enable safe, accessible travel around Confey and the surrounding lands.

Will i need a car?

You can own a car, but the scheme, its streetscape and pedestrian & cyclist networks are designed so that families can live without a car. The existing great facilities in Confey including San Carlos primary schools, Confey Community College, Riverforest Shopping Centre, Confey Community Centre and Library, Confey GAA and St Catherine's Park are all within a short walk of every house.

Within the masterplan area, new childcare facilities, parks and playgrounds will be built out in tandem with new development. The new village centre immediately north of the railway station will include co-working office space, childcare facilities, a café and gym so that parents can walk their child to school, do a few hours work in the co-working office space, work out in the gym and catch up with their neighbour for coffee before picking up their child again and walking to the playground on the way home. A Mobility Hub will provide access to secure bike storage, rental cars (car club cars) and bikes next to the train station. In the longer term Bus Connects will run north-south through the scheme connecting back to Leixlip village and northwards to Blanchardstown.



Figure 42; A Neighbourhood where parents can safely walk their children to school



3.10 Street Hierarchy

The following section details the characters of the streets within Confey Lands noted in fig. 40. The proposed streets are indicative with the detail of each street, its composition, width and design are to be agreed at a planning application stage in consultation with KCC. As the planning application stage, the proposals should provide street sections, tracking and required detail to demonstrate compliance with DMURS and other appropriate guidance. This will also be required as part of any road improvement works that will facilitate the development of the masterplan. Further detail on the proposed street ratios, materials and character is provided in the Design Code section 3.2.

Link Street

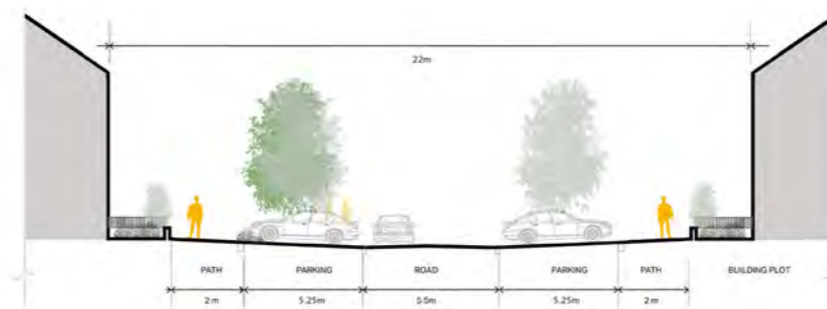
These streets are the primary routes for traffic entering or exiting the site, or any through traffic and link directly to the surrounding road network of the area. They generally follow the existing road network on the site; however upgrades will be required to the design of these roads, which are currently rural in their characteristics and design, and will become urban/suburban style roads upon completion of the masterplan.

- Continuous and segregated cycle and pedestrian routes
- Provision for side verge to be swale and feature street trees
- Parking to be intermittent and not continuous
- Suitable for bus routes

Neighbourhood Street

This will have similar characteristics to the Link Streets, although will have a greater degree of traffic calming, particularly at junctions with smaller Local Streets or Homezones, where raised tables and pedestrian crossings will be provided.

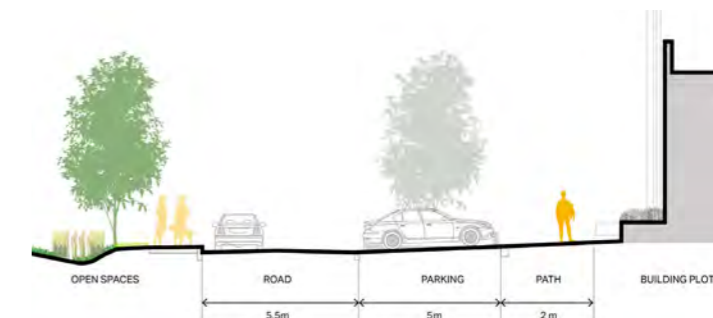
- Principal connectors between neighbourhoods
- Standard carriageway widths
- verges presented as Swale to reduce maintenance and increase bio-diversity.
- Park frontages to have wider cycle/pedestrian provision.



Local Street- Type 2

This will have similar characteristics to the Link Streets, although will have a greater degree of traffic calming, particularly at junctions with smaller Local Streets or Homezones, where raised tables and pedestrian crossings will be provided.

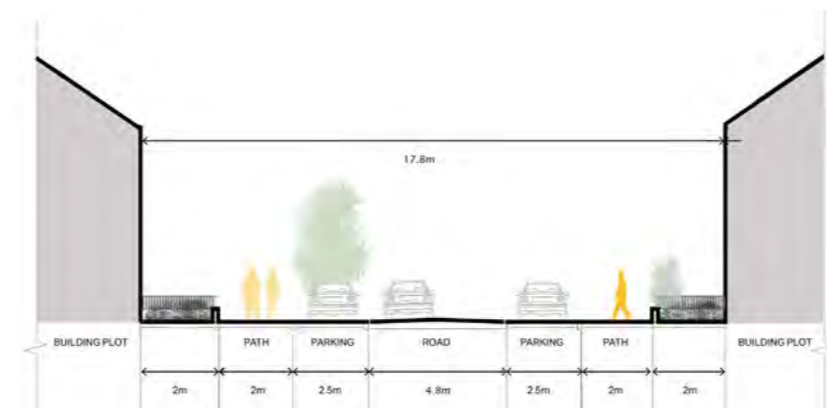
- Principal connectors between neighbourhoods
- Standard carriageway widths
- verges presented as Swale to reduce maintenance and increase bio-diversity.
- Park frontages to have wider cycle/pedestrian provision.



Local Street - Type 1

These streets are local distribution streets, that typically act as a connection from the Link Streets/Neighbourhood Street to Homezone streets. These will be low speed streets, with possible direct access to houses, apartments/ and retail uses. Some characteristics of these streets include:

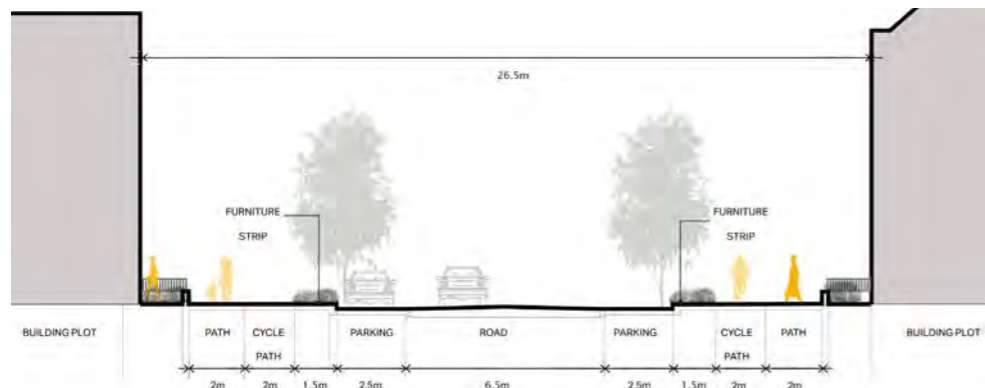
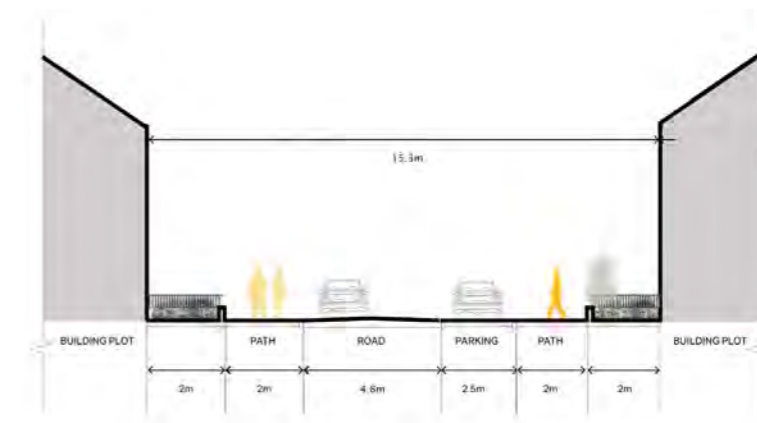
- Potential use of materials other than asphalt,
- Low kerb heights along the street with carriageway being level with the footpath at junctions.
- Street furniture, horizontal deflection, and raised tables used as traffic calming measures



Intimate Street

These streets are local distribution streets, that typically act as a connection from the Neighbourhood Street to Homezone streets. These will be low speed streets, with possible direct access to houses, apartments/ and retail uses. Some characteristics of these streets include:

- Potential use of materials other than asphalt,
- Low kerb heights along the street with carriageway being level with the footpath at junctions.
- Street furniture, horizontal deflection, and raised tables used as traffic calming measures
- Potential for single direction carriageway



Homezones

- Low traffic streets with little to no vehicular through traffic
- Contrasting surface finish on carriageway
- Provision for on-street parking
- Raised tables at intersections with neighbourhood streets

Homezones are streets where pedestrian and cycle priority is very high, while still allowing some access for cars to be parked nearby to houses. A key benefit to the use of Homezones, is the creation of a safe area where risk and severity of any possible collision with vehicles is extremely low, due to low vehicle speeds. The surface should be mostly level from building to building, with no specific delineation between cars/pedestrians. Pedestrian priority and low car speeds will instead be naturally enforced through the use of street geometry, materials and street furniture.

Play Streets

Play Street puts the local generation of children and young people at its centre, both formally and through use. They are primarily pedestrian streets that can provide community space where a child can learn to ride a bike, invent new games with friends, or draw on asphalt with chalk. Communities can use these spaces for street events being free from traffic at all hours promoting active and fun travel along journeys to and from sites.

The street is complemented by a series of spaces courtyards that can make provision various community uses, for example, flower and vegetable growing, alongside further opportunities for play, socialising and respite from domestic life for all ages.

3.11 Parking Strategy**Cycle Parking**

Cycle parking should be sited in a manner which encourages the use of a bicycle as first choice for short trips and preferably within the footprint of the building and be developed in accordance with development plan standards. It should be placed as close as possible to the main entry/exit points both at the origins and destinations of all journeys. Where cycle parking shares space with car parking, the cycle parking should be sited closer to the entrance/exit than any non-disabled car parking. Ideally such parking should be in well-lit places that have high levels of natural surveillance. The provisions set out in the 'Bike Parking Infrastructure Guidance' and Cycle Design Manual 2023 should be used as a reference guide alongside the Development plan and any s28 guidance in providing such infrastructure within the masterplan lands

Local Park and Ride

Parking arrangements for retail/commercial uses will be in line with Kildare County Council Development Plan policy to ensure that car parking demands are adequately accommodated. In conjunction with the works required to facilitate the DART expansion programme it is envisaged that a local Park and Ride facility should be developed adjoining the existing retail/commercial core north of the rail station thereby creating a footfall along the new street and ensuring ease of accessibility for a limited number of car users.

Street Parking

It is envisaged that a limited level of street parking will be provided with an emphasis placed on permeability within the retail/commercial core. A focus will be placed on car parking adjoining the new retail anchor to the east and within the new Community Hub space.

Resident Parking

Within a 400m radius of Confey Railway Station, it is anticipated that parking will be in the form of limited group parking, where possible, serving the higher density elements of the overall scheme. Within the 400-800m radius an emphasis should be placed on a mix of group parking and own house parking provision within the strictly residential elements of the overall scheme. Parking provision for parklands/sport facilities and amenity space will be provided in accordance with the provisions set out in the Kildare County Development Plan 2023-2029 and any s28 guidance.

Parking and loading areas for smaller retail units should be designed in a manner which ensures ease of access and good turn over. It is envisaged that the main anchor retail unit/supermarket and immediately adjoining shop units will, however be served from a delivery area proximate to the car parking provision for this retail unit.

3.12 Density & Building Heights Strategy

The densities set out in this Masterplan have regard to national, regional and local policy, including the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) and the provisions of Tables 2.8 and Table 3.1 of the Kildare County Development Plan 2023-2029 and Table 4-1 of the Leixlip Local Area Plan 2020-2023 (as extended to 2026), which provide for an indicative density range of 35-50 units per hectare for Leixlip and the lands at Confey.

The location, scale and identity of development lands within the Masterplan take into account the presence and proximity to the rail line and the future DART expansion programme, in addition to surrounding sensitivities and other urban design considerations. This includes for up to 50 units to the hectare within the Mixed Use Character Areas. This higher density is also applicable to the Residential Character Areas which are generally located within or proximate to the 400m radius of Confey Railway Station. The remaining lands shall be developed at a medium density of 35 to 50 units per hectare.

Building heights within the identified higher density lands (i.e Character Areas R1, R2, R4, R5, R7, MU1, MU2 and MU3) shall generally provide for 2 to 5 storey buildings providing for a range of housing typologies as seen in the Design Code section 3.3. The character of such is discussed in section 4.2 of the Design Code alongside section 3.13 of this report. Increased buildings heights shall be subject to strong architectural design, protection of views north, east and west of a redeveloped Cope Bridge and will only be permitted where it can be demonstrated that the proposed scheme will not detract from or prejudice the design and layout of the overall Confey lands. Building heights within the designated medium density lands (i.e. Character Areas R3, and R6) shall provide for more traditional building forms of 2/3 storeys in height.

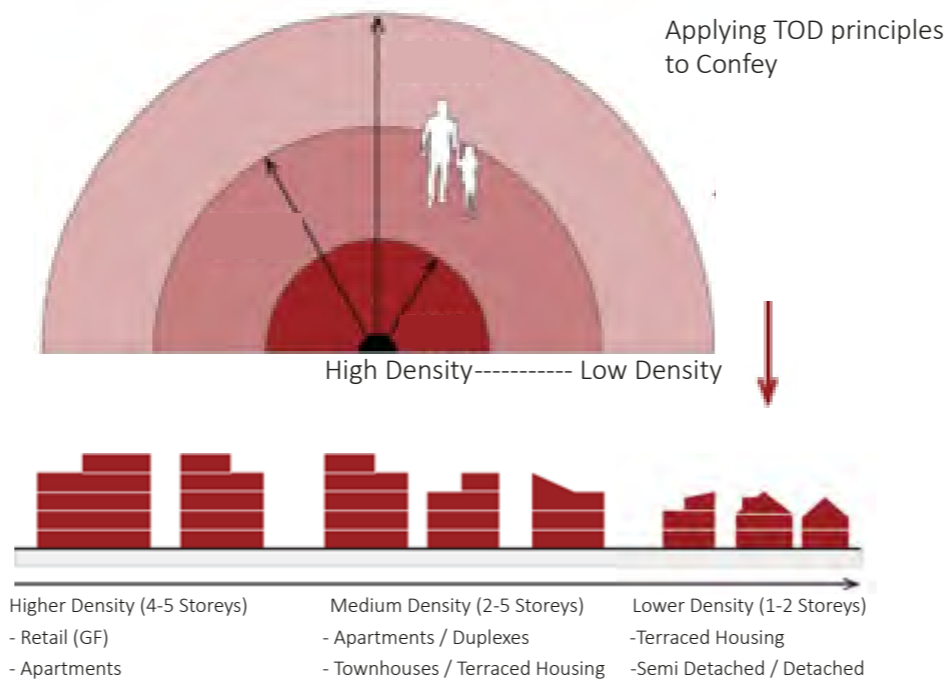


Figure 46; Density and height principles

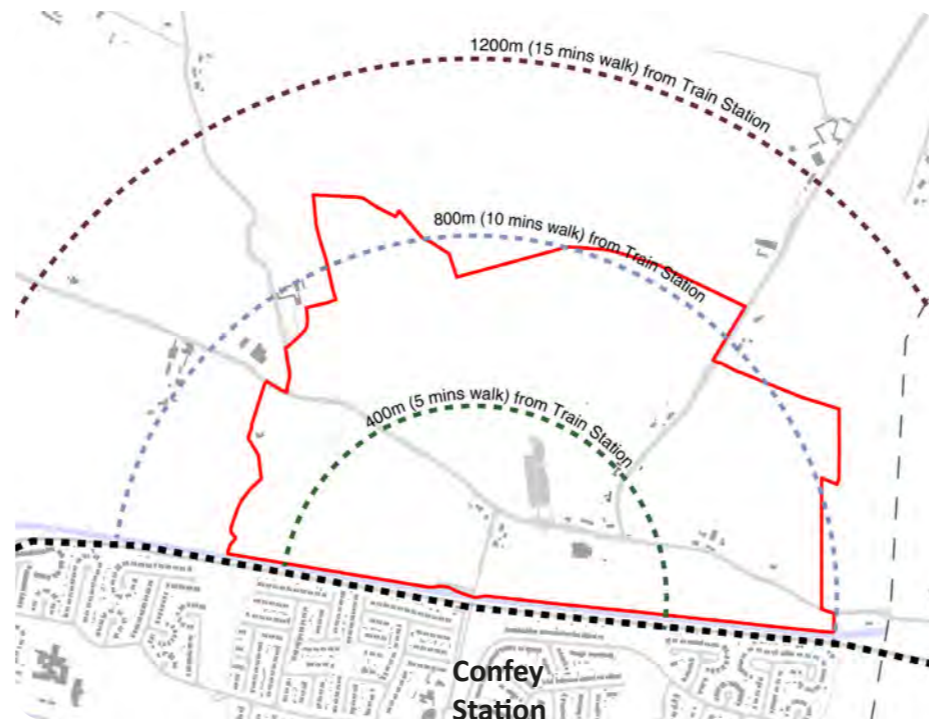


Figure 47; Confey density and building heights diagram



Figure 48; Example schemes in Pelletstown and Rathbourne with densities ranging between 35-50dph

Density Refinement

The density of development and number of units permissible for each development within the Masterplan lands will be determined at detailed design stage, having regard to the Masterplan provisions and based on an assessment of site characteristics and local sensitivities as part of any subsequent planning application. There may be circumstances (particularly for sites within 500 metres walking distance of a bus stop, or within 1km of a light rail stop or a rail station) where increased densities and building heights may be suitable (e.g. up to 80 uph). It is important that any such proposals are in keeping with the overall design principles for the Masterplan and arranged on similar more domestic scales (As illustrated in the Figure below and in Design Code section 3.3). Proposals for increased density and/or height will be considered on a case by case basis, subject to demonstrating compliance with the Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities 2009, the Urban Development and Building Heights Guidelines (2018) or any relevant replacement/updated S.28 Ministerial Guidelines such as the Sustainable and Compact Settlement Guidelines for Planning Authorities 2023. This also reflected in Table 14.4 and Objective UD O11 of the Kildare County Development Plan 2023-2029, and the requirement that any new development greater than 4 storeys will be required to address the development management criteria set out in section 3.2 of the Urban Development and Building Heights Guidelines (2018).

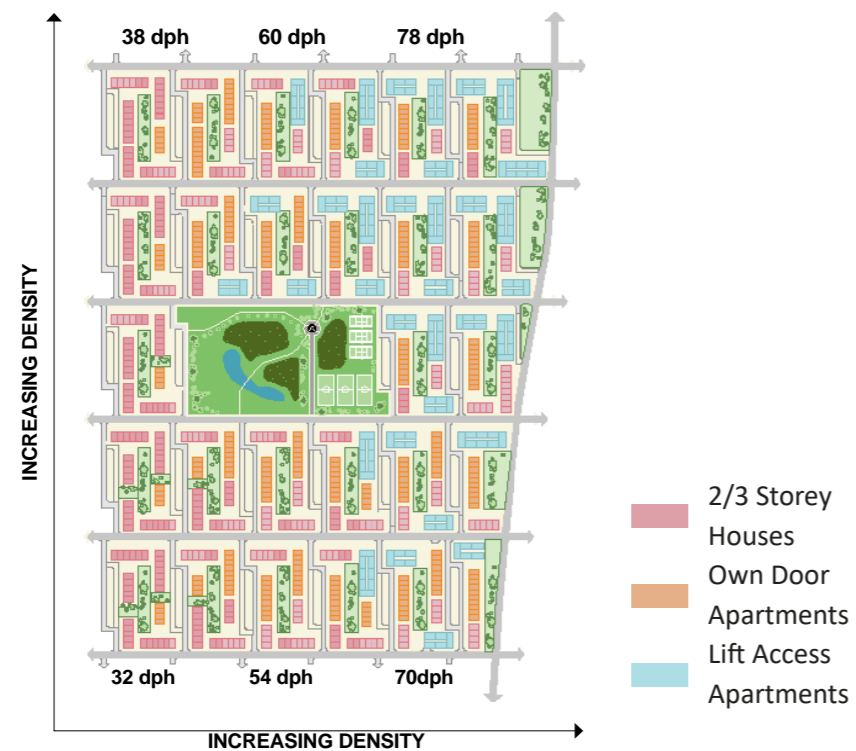


Figure 49; Diagram showcasing how similar size plots of domestic suburban scale can be adapted to cater for higher densities

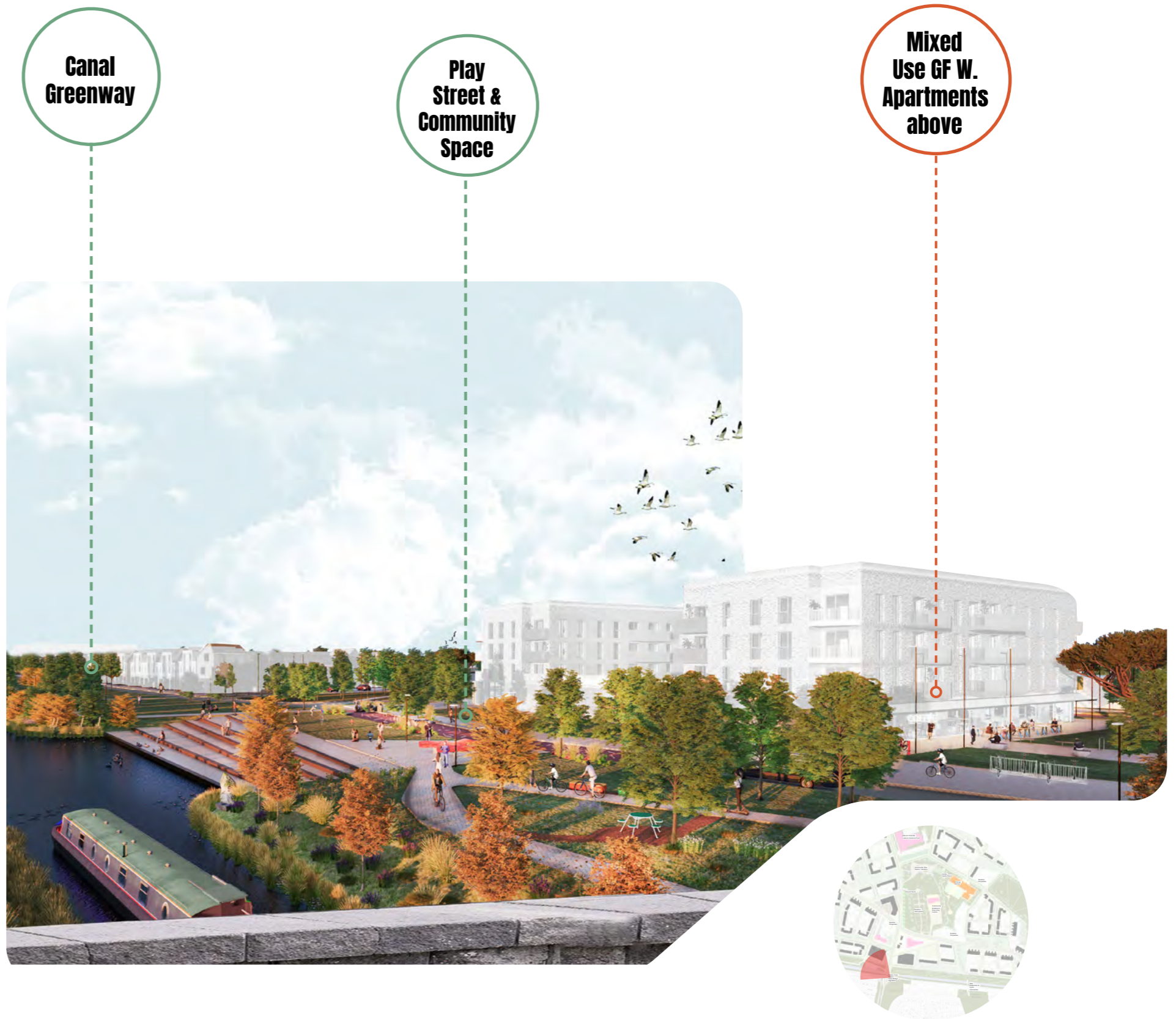


Figure 50; Artist impression of a view from Cope Bridge into Confey Lands MU1 and R1

3.13 Character Areas & Development Parcels

The location, scale and identity of development lands within the masterplan take into consideration the presence and proximity to the rail line and the future DART expansion programme. A variety of neighbourhood character areas will be provided throughout. While each area will have its own individual identity the overarching premise for the development is one that will create a single permeable neighbourhood which promotes sustainable transport modes.

Within all Character Areas, the integration and where appropriate, enhancement of existing green infrastructure which have been identified as being of moderate to high value, is promoted with parcels also providing the appropriate open space percentage to work independently from one other. As part of the evolution from the UDF and for the purpose of the masterplan some parcels have been combined and treated as one parcel due to site constraints previously discussed.

Key routes within the proposed layouts of Character Areas will be required to be addressed by building frontages and active spaces with primary frontages noted within each character area. Continuous, active frontages to residential properties which define streets and off-street pedestrian/cycle links. Other opportunities exist within the overall framework lands to create vistas, focal points (through landmark buildings and key corners) should form part of any design proposals within the Masterplan lands. Such measures will aid in way finding, whilst also providing passive surveillance and security for residents.

Additional detail and further development descriptions for each character area is provided in section 4.2 of the Design Code which complements the masterplan document.



Figure 51; Confey Masterplan Character Areas

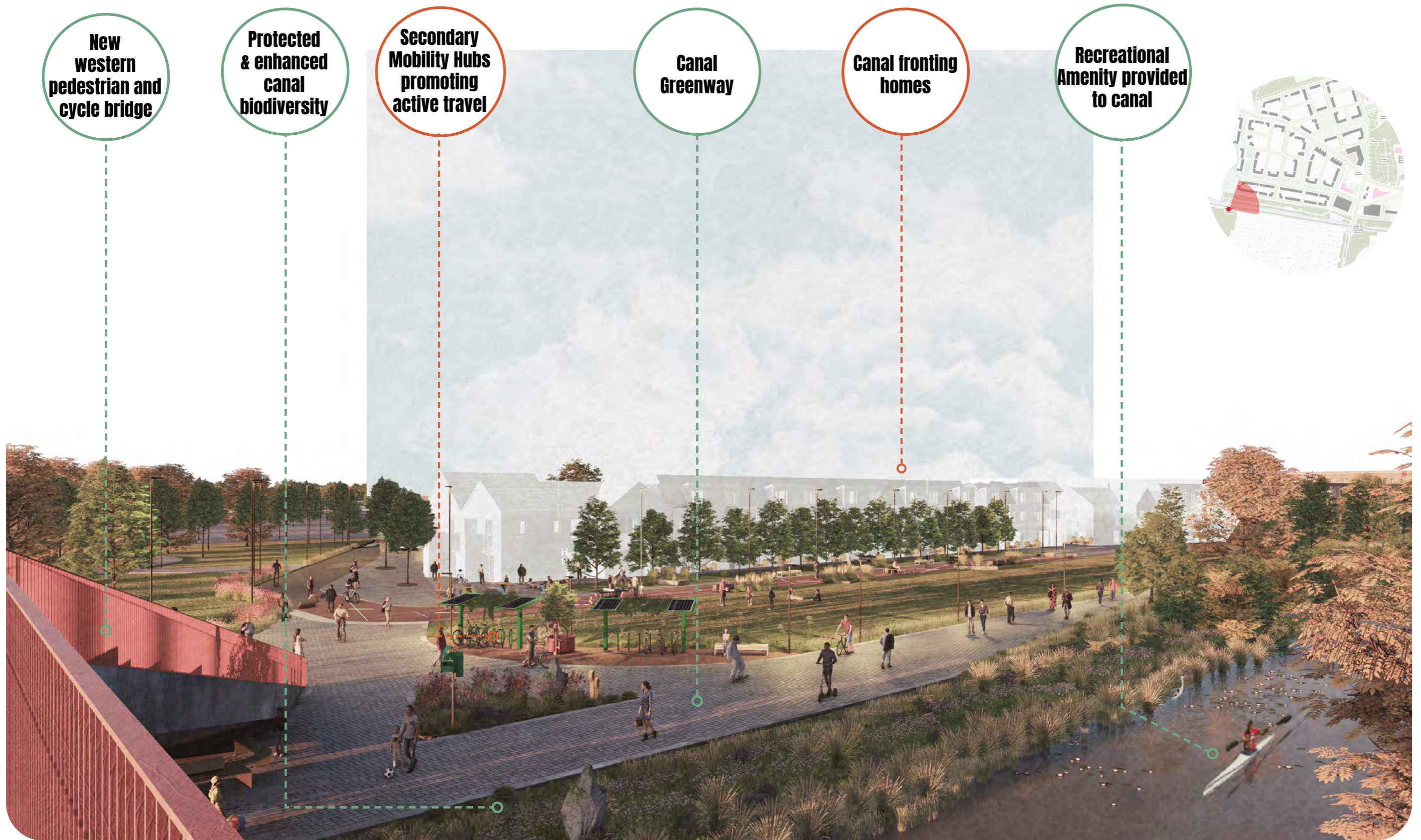


Figure 52; Artist impression of view of Open Space One looking north towards R1

Area Name	Confey Lands
Area character type	The masterplan provides for circa. 1,765 new housing units within the boundary. A variety of neighbourhood character areas will be provided throughout. While each area will have its own individual identity the overarching premise for the development of all lands will be to create a single permeable neighbourhood which promotes sustainable transport modes. Within all Character Areas, the integration and where appropriate, enhancement of existing green infrastructure which have been identified as being of moderate to high value, is promoted.
Net Developable Area	Total - 44.61ha. (44.6ha in UDF)
No of units (Target)	Circa. 1765 dwellings
Average Net Density (Target)	35 - 50 DPH
Non-residential development	See development parcels
Building height	2-5 storey
Public Open Space*	Approx. 68280 m2 (15.3% of net development area)

*POS to be delivered in accordance with the Development Plan and relevant S.28 Guidelines

Legend

- Sub-sector Boundary
- Primary Road
- Residential Streets
- Urban Space
- Primary Frontage
- Public Open Space
- SUDS / Parking Zones
- Zoned Open Space
- Filtered permeability Junction
- Educational Buildings
- Civic / Community / Retail
- Landmark Building (2-5 storeys / mixed use GF)
- Key Corner
- Mobility Hub (inc. Secondary locations)
- Future connection
- GF Civic / Community / Retail



Figure 53; Indicative Confey Masterplan



Figure 54; Artist impression of the Masterplan at Confey Lands

Area Name	R1
Area character type	The R1 lands including R13 lands to the West of an existing stream, and Southern of the R149 this area borders the canal with open spaces formed by following existing hedgerows and site conditions
Net Developable Area	R1 - 10.24ha.
No of units (Target)	Circa. 470 dwellings
Average Net Density (Target)	35 - 50 DPH
Non-residential development	300m2 - 400m2 (Childcare facility) 100m2 - 300m2 (retail* / community)
Building height	2-4 storey
Public Open Space	Approx 14900 m2 (15% of net development area)

*no single retail unit shall exceed 100m2 of net retail space



Figure 55; Indicative R1 Lands Layout (Boundary in Red)

Area Name	R2
Area character type	This character area will provide for a new permeable residential neighbourhood with vehicular access provided along a new link road to the north. The development of this area shall provide frontage and passive surveillance of the adjoining transport corridors
Net Developable Area	6.65ha.
No of units (Target)	Circa. 230 dwellings
Average Net Density (Target)	35 - 50 DPH
Non-residential development	N/A
Building height	2-4 storey
Public Open Space	approx. 9970m2 (15% of net development area)

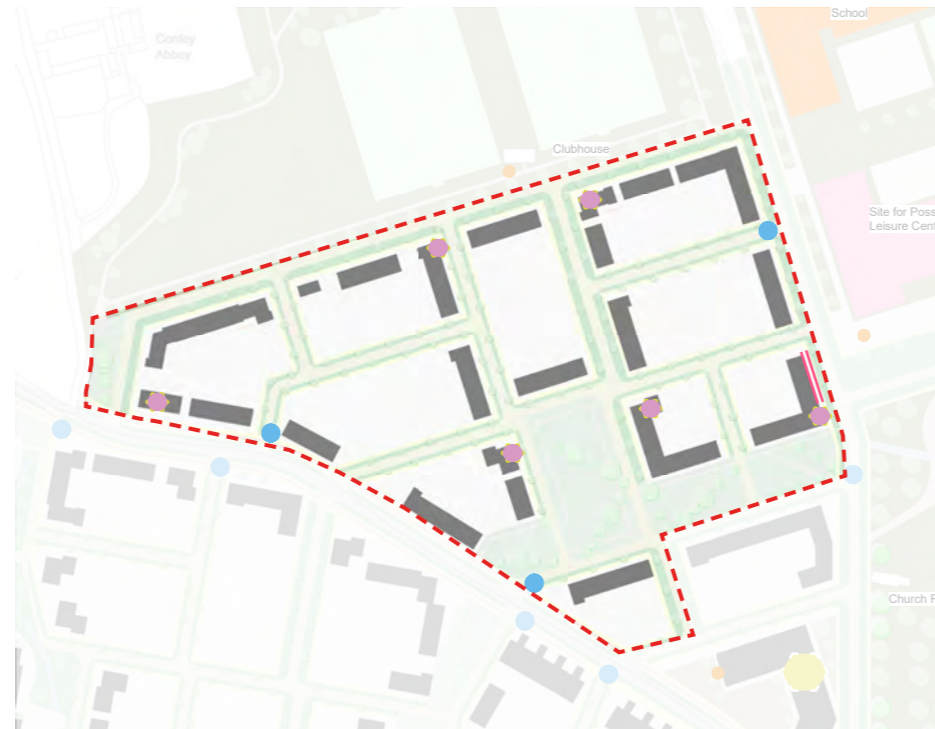


Figure 56; Indicative R2 Lands Layout (Boundary in Red)



Figure 57; Precedent Images of Types of Development on R1 & R2 lands. Source; Metropolitan Workshop

Legend

- [] Sub-sector Boundary
- Primary Road
- Residential Streets
- Urban Space
- Primary Frontage
- Public Open Space
- SUDS / Parking Zones
- Zoned Open Space
- Filtered permeability Junction
- Educational Buildings
- Civic / Community / Retail
- Landmark Building (2-5 storeys / mixed use GF)
- Key Corner
- Mobility Hub (inc. Secondary locations)
- Future connection
- GF Civic / Community / Retail

Area Name	R3
Area character type	This character area is located to the north-east of the plan area. The development of this residential character area shall provide for a new link road and Development within this character area shall generally be in the form of traditional typologies
Net Developable Area	3.01ha.
No of units (Target)	Circa. 125 dwellings
Average Net Density (Target)	35 -50 DPH
Non-residential development	N/A
Building height	2-3 storey
Public Open Space	Approx. 4510 m2 (15% of net development area)

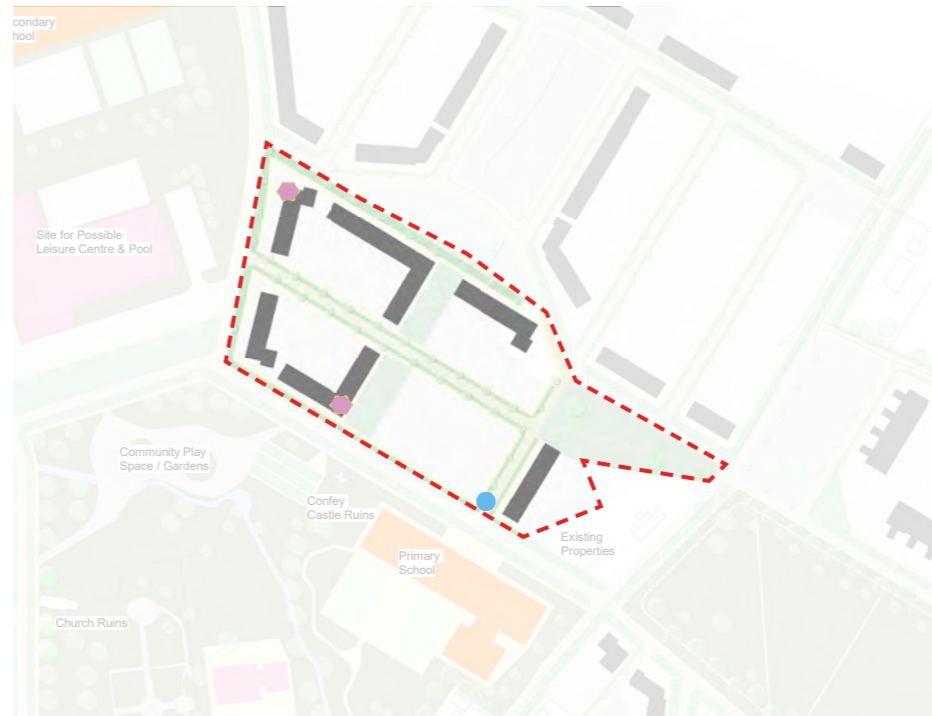


Figure 58; Indicative R3 Lands Layout (Boundary in Red)



Figure 60; Precedent Images of Types of Development on R3 & R4 lands. Source; Metropolitan Workshop

Area Name	R4
Area character type	This character area is located to the east of the community hub. Development within this character area shall generally be in the form of traditional 2-4 storey building typologies
Net Developable Area	3.94ha. includes Additional .84 ha of landowner owner lands
No of units (Target)	Circa. 140 dwellings
Average Net Density (Target)	35- 50 DPH
Non-residential development	N/A
Building height	2-4 storey
Public Open Space	Approx 6380 m2 (16% of net development area)



Figure 59; Indicative R4 Lands Layout (Boundary in Red)

Legend

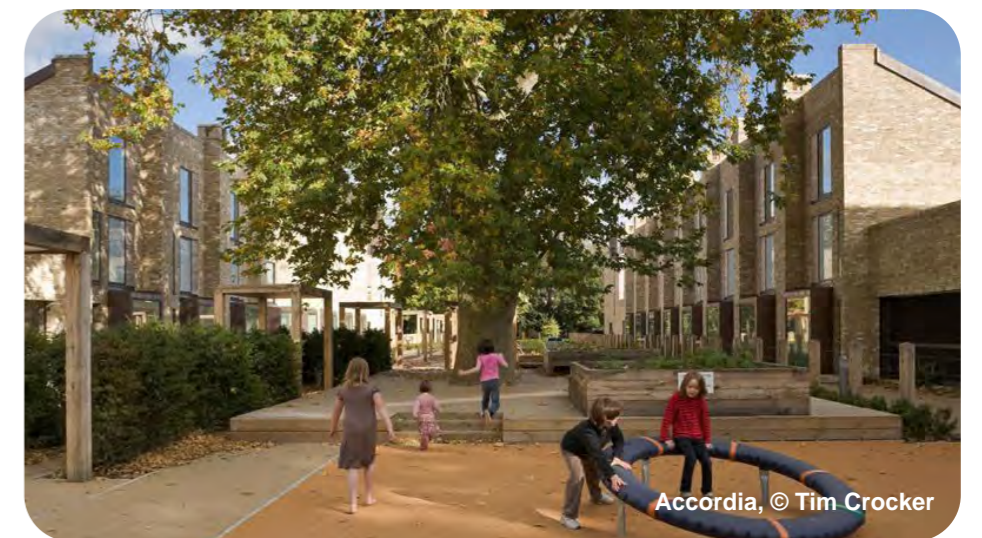
- Sub-sector Boundary
- Primary Road
- Residential Streets
- Urban Space
- Primary Frontage
- Public Open Space
- SUDS / Parking Zones
- Zoned Open Space
- Filtered permeability Junction
- Educational Buildings
- Civic / Community / Retail
- Landmark Building (2-5 storeys / mixed use GF)
- Key Corner
- Mobility Hub (inc. Secondary locations)
- ➔ Future connection



Figure 61; Artist impression looking towards northern development parcels at Confey Lands



Goldsmith Street, Mikhail Riches. © Tim Crocker



Accordia, © Tim Crocker



Accordia, © Tim Crocker

Figure 62; All character areas should provide safe child friendly spaces for safe and active travel to local amenities and Confey Main Street

Area Name	R5
Area character type	This character area will be designed in a manner which complements the design and layout of MU3 providing for higher residential development to the west with a reduced density along the eastern extremities of these lands
Net Developable Area	2.93ha.
No of units (Target)	Circa. 140 dwellings
Average Net Density (Target)	35- 50 DPH
Non-residential development	N/A
Building height	2-4 storey
Public Open Space	Approx. 4480 m2 (15% of net development area)



Figure 63; Indicative R5 Lands Layout (Boundary in Red)

Area Name	R6
Area character type	Development within this area shall be orientated in a manner that provides passive surveillance of the adjoining open space lands. Development within this character area shall generally be in the form of traditional 2-4 storey building typologies taking account of the area flood risk
Net Developable Area	R6 - 5.67ha.
No of units (Target)	Circa. 220 dwellings
Average Net Density (Target)	35 DPH
Non-residential development	N/A
Building height	2-3 storey
Public Open Space	Approx. 8460m2 (15% of net development area)



Figure 64; Indicative R6 Lands Layout (Boundary in Red)



Figure 65; Precedent Images of Types of Development on R5 & R6 lands. Source; Metropolitan Workshop

Legend

- [] Sub-sector Boundary
- Educational Buildings
- Primary Road
- Civic / Community / Retail
- Residential Streets
- Landmark Building (2-5 storeys / mixed use GF)
- Urban Space
- Key Corner
- Primary Frontage
- Mobility Hub (inc. Secondary locations)
- Public Open Space
- ➔ Future connection
- SUDS / Parking Zones
- Filtered permeability Junction
- Zoned Open Space



Figure 66; Artist impression looking towards eastern development parcels at Confey Lands



Figure 67; All character areas should incorporate green space and biodiversity in the public realm

Area Name	R7
Area character type	This character area is located to the north of the plan area. The development of this residential character area shall provide for a new link road and Development within this character area shall generally be in the form of traditional typologies
Net Developable Area	6.48ha. (5.6ha in UDF)
No of units (Target)	Circa. 200 dwellings
Average Net Density (Target)	35 DPH
Non-residential development	N/A
Building height	2-4 storey
Public Open Space	Approx. 9520m2 (15% of net development area)



Figure 68; Indicative R14 Lands Layout (Boundary in Red)



Figure 69; Precedent Image of Types of Development on R5 & R6 lands. Source; Metropolitan Workshop

3.14 Community Hub

The southern section of the proposed new Community Hub character area shall provide for the following mix of uses:

- A new car parking area;
- A civic/community building incorporating a dedicated performance space within lands to the immediate east of the existing cemetery and any other suitable sites in Leixlip;
- A primary school adjoining the civic/community building on lands to the eastern extremities of the site;
- A local recycling centre;
- 'Open Space and Amenity' lands to the north and north-east of the existing cemetery providing for new open space and amenity lands (proximate to the castle ruins) and adjoining playground/children's space and community gardens adjoining the castle ruins.

It is acknowledged that the UDF required that the existing cemetery to be extended. Further investigation has identified that the adjoining ground is unsuitable for such an expansion at this location. A new site has been identified for cemetery use to the north of the masterplan area, see below. This site has been identified and agreed in principle with the KCC environment department subject to more detailed site investigations. The exact boundary of the land take, the area required will be the subject of more detailed discussion.

A proposed cemetery at this location would be outside the area of the Confey masterplan, but compatible with it and within close proximity to the lands at Confey

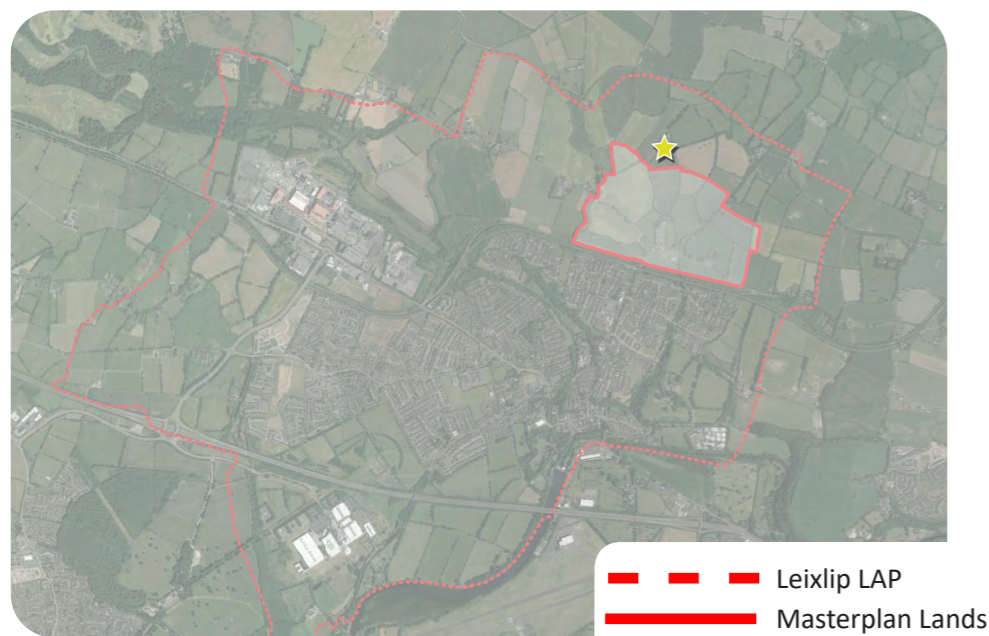


Figure 70; Cemetery Extension Lands marked in yellow

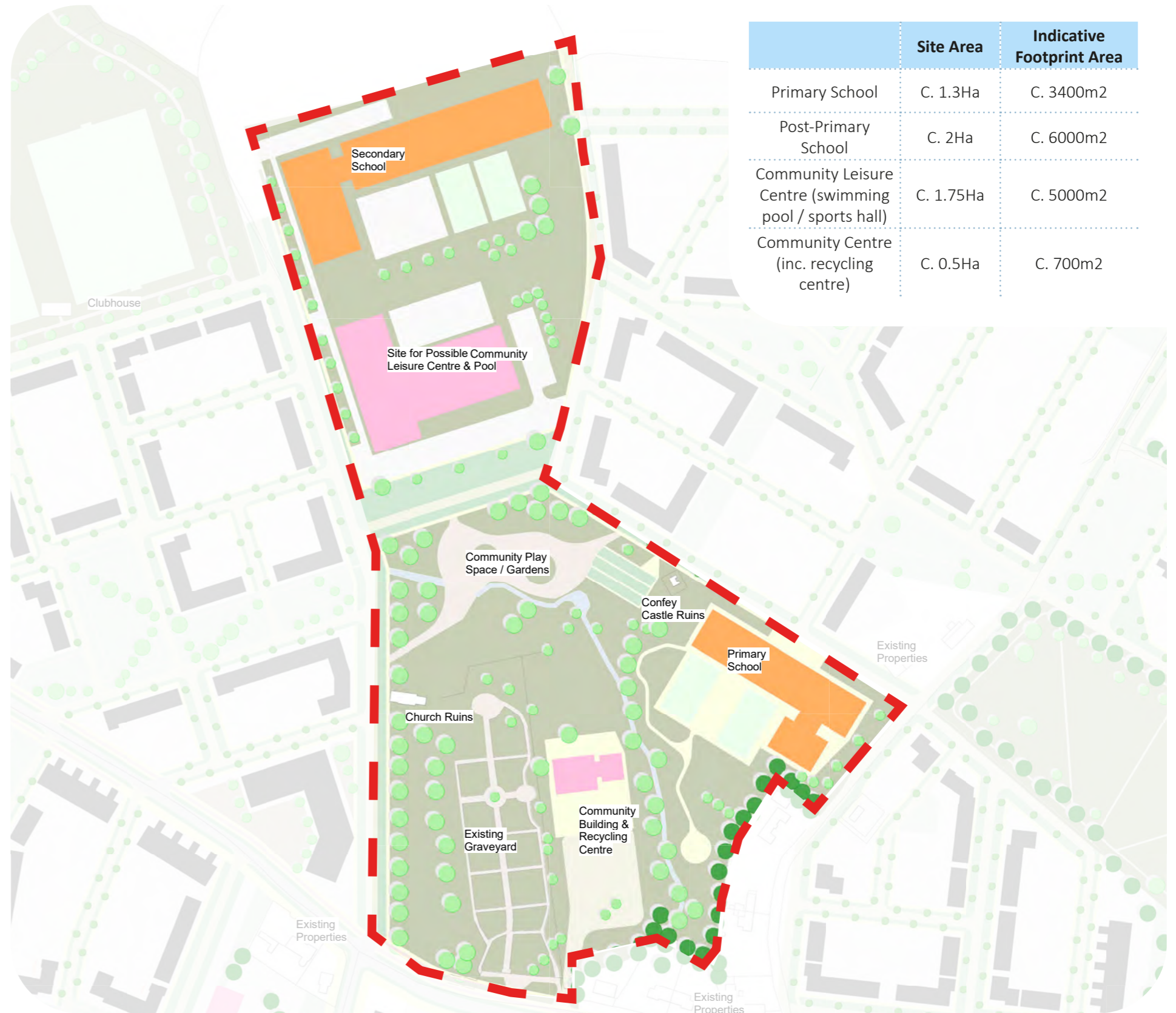


Figure 71; Indicative CH1 and CH2 Lands Layout (Boundary in Red)- Site Areas noted in table above

The northern lands shall be reserved for a new post primary school and;

- A site for possible Community Leisure Centre / Pool
- The design and orientation of the proposed new blocks shall provide frontage onto the proposed new orbital link route to the south and the new link road to the west extending from the R149.

In consideration of the potential population growth arising from the development of the Confey Masterplan lands, the Department of Education has projected an associated demand for school places to serve the Confey community. Therefore, there is requirement to reserve a site to cater for a new 24 classroom primary school. Allowing for the wider Leixlip area, which includes the Confey Masterplan lands, the Department has indicated the potential need for a future post-primary school.

Kildare County Council will work with the Department of Education to ensure that the schools brought forward meet the needs of the Department and the wider community, including the formation of a strong community hub within Confey with the potential for strong synergies and shared facilities. Where variations to standard Department “model school” site sizes are necessary Kildare County Council will seek to ensure that appropriate mitigations are in place, such as the availability of complementary adjacent MUGAs / sports pitches / sports facilities within the proposed Public Park and Sports Centre (incorporating swimming pool).

Community Leisure Centre / Pool

A portion of northern lands in the community and education parcel provides for the inclusion of a site reserved for a possible Community Leisure Centre / Swimming Pool which will provide much needed and desired amenity to residents of Confey and also the existing local community. This will further enhance the extension of the existing Confey Main Street the masterplan provides.

The Community Leisure Centre / Pool (to be developed with KCC Parks, Recreation and Community) may incorporate a number of the following uses;

- Swimming Pool
- Indoor Sports Hall with capacity for sports like gymnastics, basketball, football, badminton
- Indoor & Outdoor racket sport facilities
- Gym



Figure 72; Example images of Community Leisure Centres

3.15 Urban centres

Area Name	MU1
Area character type	MU1 forms one part of the commercial spine to the overall Confey lands from Cope Bridge and Confey Railway Station
Net Developable Area	2.33ha. (2.5ha in UDF)
No of units (Target)	Circa. 125 dwellings
Average Net Density (Target)	50 DPH
Non-residential development	500m2 - 700m2 (Creche) 500m2 - 700m2 (Community & Retail, Commercial, Mobility hub)
Building height	2-5 storey
Public Open Space	Approx. 3860 m2 (15% of net development area)

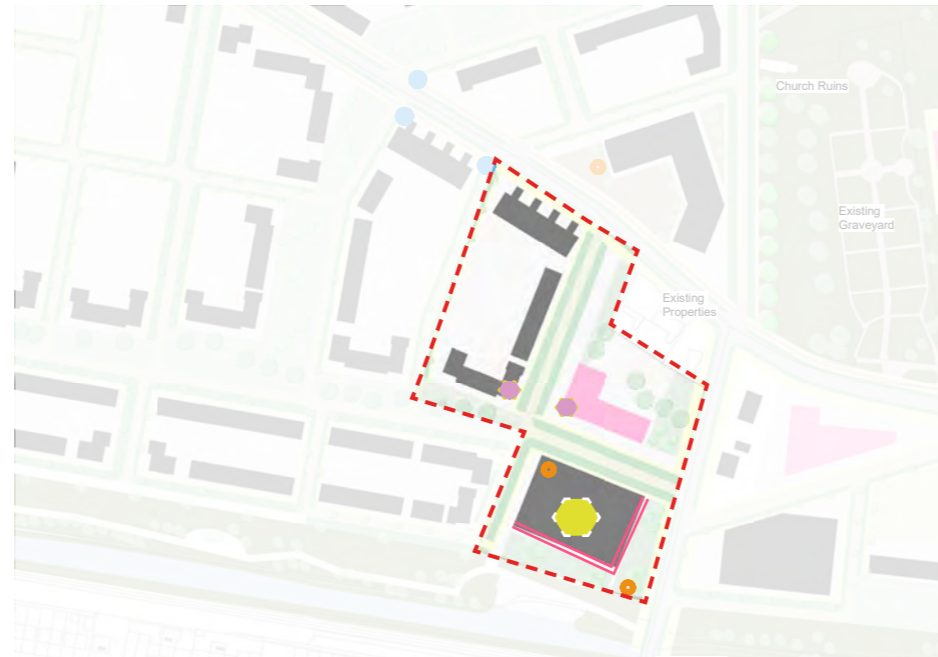


Figure 74; Indicative MU1 Lands Layout (Boundary in Red)



Figure 73; Artist impression of view looking towards mobility hub and community facilities with higher density apartment block

Area Name	MU2
Area character type	Situated within the centre of the Confey lands, this character area provides a significant opportunity for the development of a new landmark building which complements the proposed Community Hub, extending Confey Main Street
Net Developable Area	1.26ha. (1.6ha in UDF)
No of units (Target)	Circa. 80 dwellings
Average Net Density (Target)	50 DPH
Non-residential development	100-200M2 Retail and Commercial*
Building height	2-4 storey
Public Open Space	Approx. 1960 m2 (15% of net development area)

*the lands at MU2 may accommodate a larger anchor retail unit of c. 1200sq.m if required at a later phase



Figure 75; Indicative MU2 Lands Layout (Boundary in Red)



Legend

- [] Sub-sector Boundary
- Primary Road
- Residential Streets
- Urban Space
- Primary Frontage
- Public Open Space
- SUDS / Parking Zones
- Zoned Open Space
- Filtered permeability Junction
- Educational Buildings
- Civic / Community / Retail
- ★ Landmark Building (2-5 storeys / mixed use GF)
- ✦ Key Corner
- Mobility Hub (inc. Secondary locations)
- ➔ Future connection
- GF Civic / Community / Retail

Area Name	MU3 (Confey GAA)
Area character type	The new street design connecting Confey Railway Station to a new central community hub will be developed in consultation with Confey GAA and at a later phase
Net Developable Area	2.73ha. (3.1ha in UDF)
No of units (Target)	Circa. 50 dwellings
Average Net Density (Target)	50 DPH
Non-residential development	1000-1500m2 (retail / community)
Building height	2-4 storey
Public Open Space	Approx. 4240 m2 (15% of net development area)

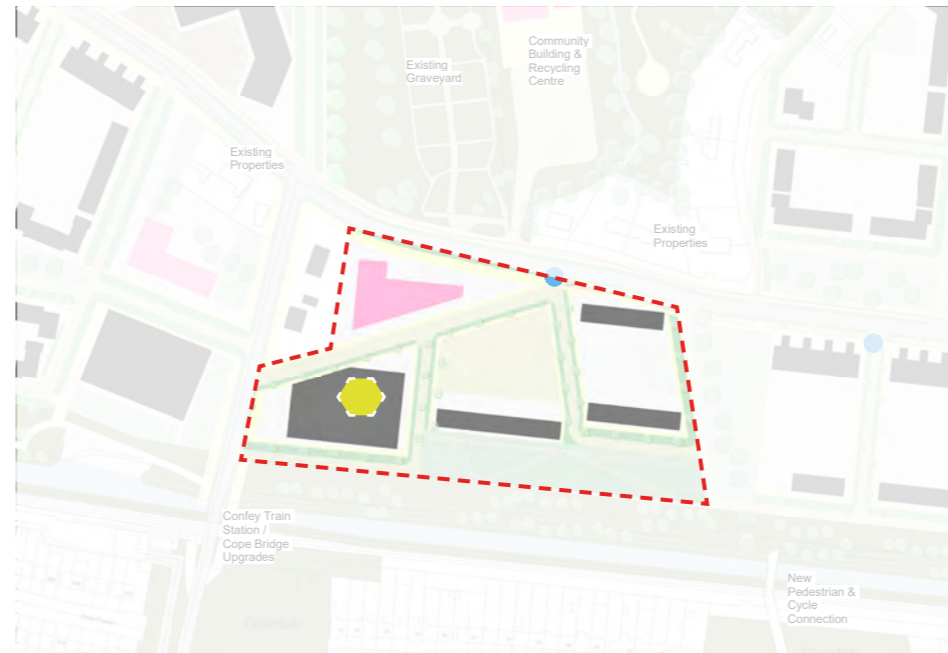


Figure 76; Indicative MU3 Lands Layout (Boundary in Red)

Legend

- [] Sub-sector Boundary
- Primary Road
- Residential Streets
- Urban Space
- Primary Frontage
- Public Open Space
- SUDS / Parking Zones
- Zoned Open Space
- Filtered permeability Junction
- Educational Buildings
- Civic / Community / Retail
- ★ Landmark Building (2-5 storeys / mixed use GF)
- ✦ Key Corner
- Mobility Hub (inc. Secondary locations)
- ➔ Future connection

4. Phasing & Implementation

4.1 Development Tranches

Introduction

The guiding principle for infrastructure delivery is to ensure the delivery of a sustainable residential neighbourhood with an emphasis on the provision of the necessary infrastructure in tandem with residential units. Development of the Masterplan lands will be delivered on a phased basis to ensure the required infrastructure, facilities and amenities are provided together.

It is acknowledged that different elements of the Masterplan lands may come forward at different times. The provision of infrastructure such as transportation infrastructure, water and drainage facilities necessary to serve a particular development will be provided for as part of the relevant planning application and secured through the development management process.

The phasing programme requirements set out in this LAP [Amendment] are indicative only and expressive of infrastructure requirements for each phase in the masterplan and the broader Leixlip area and the delivery of these, at the time of publication/adoption. Given the strategic location of these lands along a high-capacity electrified (future) railway line, this programme may be subject to amendment through the Development Management process on foot of the submission of appropriate justification and/or detail regarding infrastructure delivery which may be outside of the control of the applicant. It should be noted however, that such amendments will be subject to the written agreement of the Planning Authority and shall have full regard to the Traffic and Transport Assessments prepared for each individual planning application within the relevant phases.

Strategy

The phasing strategy is informed by the infrastructure provision noted in the Strategic Transport assessment and is the current preferred direction. Below, details the building provision for lands in each phase

- **Phase 1a**
325 units on MU1 and R1 lands, 125 units on R5 lands
- **Phase 1b**
211 units on R1 lands
- **Phase 2**
325 Units on MU2 and R2 lands, Sports hall and community facilities, 125 units on R3
- **Phase 3**
Primary School
- **Phase 4**
R4 lands, Post-Primary School
- **Phase 5**
All remaining lands

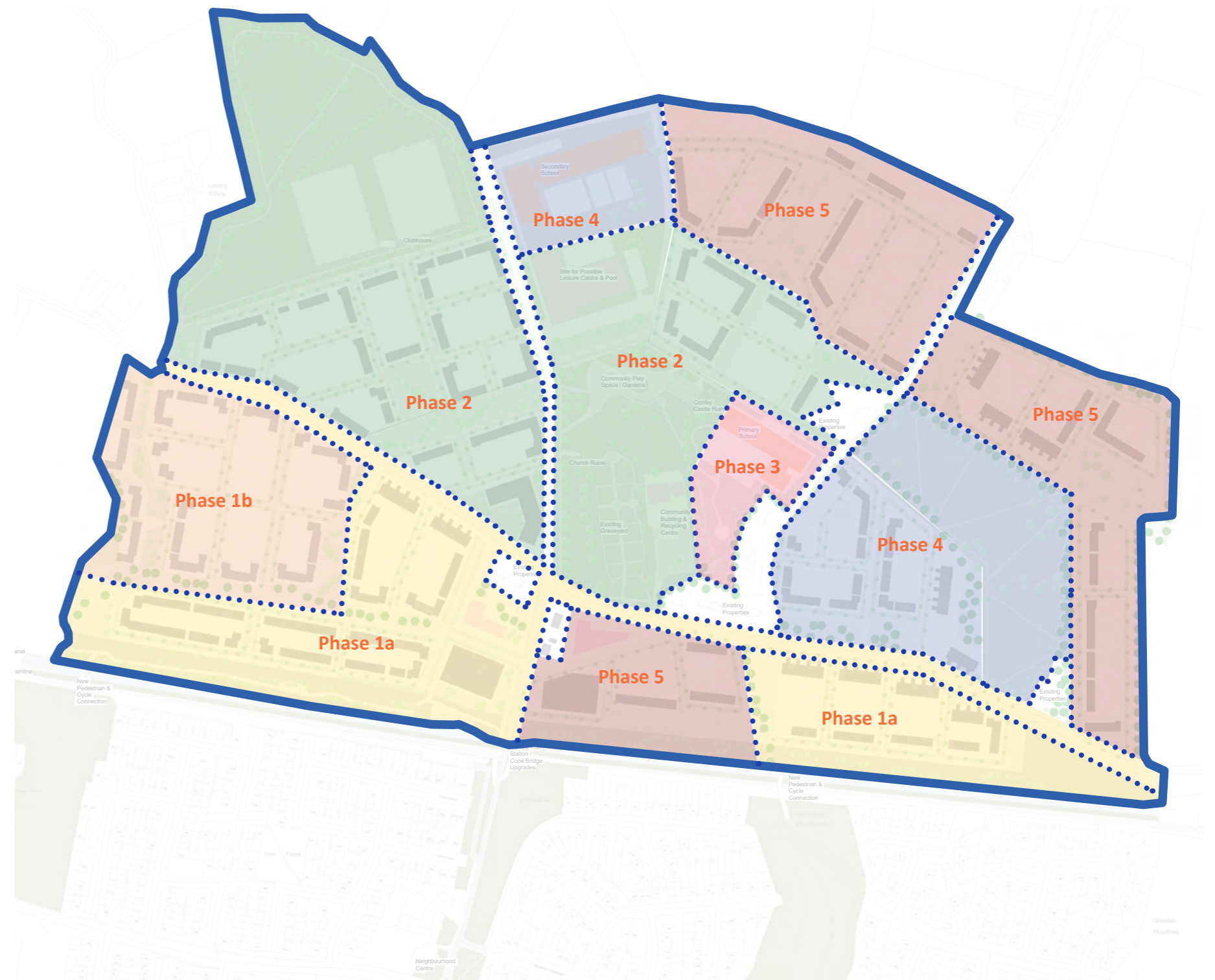


Figure 77; Indicative Phasing Strategy

4.2 Infrastructure to Each Tranche

There are physical infrastructure projects required to overcome existing local infrastructure constraints to enable the construction of a number of residential units in the Development Areas. These are detailed in the table below;

	Residential Units	Infrastructure to be provided as part of each phase	
Phase 1a	450 - 325 units on MU1 and R1 lands, 125 units on R5 lands	<ul style="list-style-type: none"> Upgrade the L1015 local road including widening, footpath and cycle route All necessary works to Captains Hill south of Cope Bridge to Main St are complete. Landscaping of 1 ha of OS1 lands west of Cope Bridge is complete and for R5A + R5B (east of Cope Bridge) to be agreed Deliver new Cemetery outside Masterplan area First phase of creche and mobility hub complete in MU1 lands Landscaping of 1.6 ha of OS1 south and east of R5a and R5b lands Lands to be reserved for community building/Civic space east of cemetery 	<ul style="list-style-type: none"> Upgrades to Captains Hill Reconfiguration of parking south of existing cemetery Upgrade R149 between Cope Bridge and L1050 Upgrade of Cope Bridge to include footpaths and cycle lanes
Phase 1b	211 -211 units on R1 lands	<ul style="list-style-type: none"> Upgrades to Cope Bridge Western Active Transport Bridge across Royal Canal and railway line 	<ul style="list-style-type: none"> Pedestrian and cycle route north of R1 lands
Phase 2	450 - 325 Units on MU2 and R2 lands, Sports hall and community facilities, 125 units on R3	<ul style="list-style-type: none"> Upgrade of Cope Bridge Feasibility study for swimming pool / sports centre in consultation with KCC Parks and Recreation and Community Feasibility study for Performance Space in CH1 lands Completion of landscaping of OS3 parkland and parkland south of R5A lands Civic space in MU2 4 court sports hall (site for swimming pool) on CH2 lands and playground north of cemetery on CH1 lands A new pedestrian crossing over the Royal Canal Greenway and railway line connecting to the existing open space area at Riverforest Park. 	<ul style="list-style-type: none"> Landscaping of OS1 lands south of MU1 Extension of R1 pedestrian and cycle route between the L1050 and L5051 Upgrade of R149 up to OS3 New link road north of CH1 New link road between OS3 and R2 lands New link road north and South of R3 lands
Phase 3	Primary School	<ul style="list-style-type: none"> A new pedestrian crossing over the Royal Canal Greenway and railway line connecting to the existing open space area at Glendale Meadows connecting to Riverforest Park Reserved lands for primary school New Link road south of R3 lands 	<ul style="list-style-type: none"> Upgrade of road link along R4 Pedestrian and cycle link from Royal Canal to R149
Phase 4	140 - R4 lands, Post-Primary School	<ul style="list-style-type: none"> Lands for post primary school Development of OS2 parklands Eastern active Transport bridge New link road north of CH2 lands 	<ul style="list-style-type: none"> Pedestrian and cycle link through OS2 lands Extension of link road between R3 and R4
Phase 5	466 - All remaining lands	<ul style="list-style-type: none"> New link road north of R3 and OS2 lands R6 and remaining lands infrastructure as required 	

Figure 78; Indicative phasing table

Northern Orbital Road

The Kildare Development Plan 2023 – 2029 lists proposed road and bridge projects, one of which is to “Examine options in consultation with South Dublin County Council, Fingal County Council, Meath County Council, TII and other statutory agencies for the delivery of a M50 resilient outer orbital link road connecting the M3 to the M4.”

The delivery of this link is proposed to be implemented as part of the development of the masterplan, with a proposed connection between the Ongar- Barnhill Distributor Road to the northeast of the masterplan, and the R148 to the west of the masterplan, passing approximately 1km north of the centre of the masterplan. This road is not proposed to be specifically associated with any particular phase, but the necessity for its construction will be determined based on more detailed traffic analysis undertaken in future stages.

In addition to meeting the requirements of the KCC development plan and TII M50 resilience study, this road will result in two key outcomes in terms of traffic distribution. One outcome is that traffic travelling between Ongar and areas to the west of the masterplan such as Maynooth and Intel will likely travel via the new road, resulting in a reduction of through traffic through the masterplan and along Captains Hill. Another key outcome is the improvement of the link between the masterplan and Ongar, making it a more attractive route for trips generated by the masterplan, as an alternative route to Captains Hill for trips to the M50 for example.

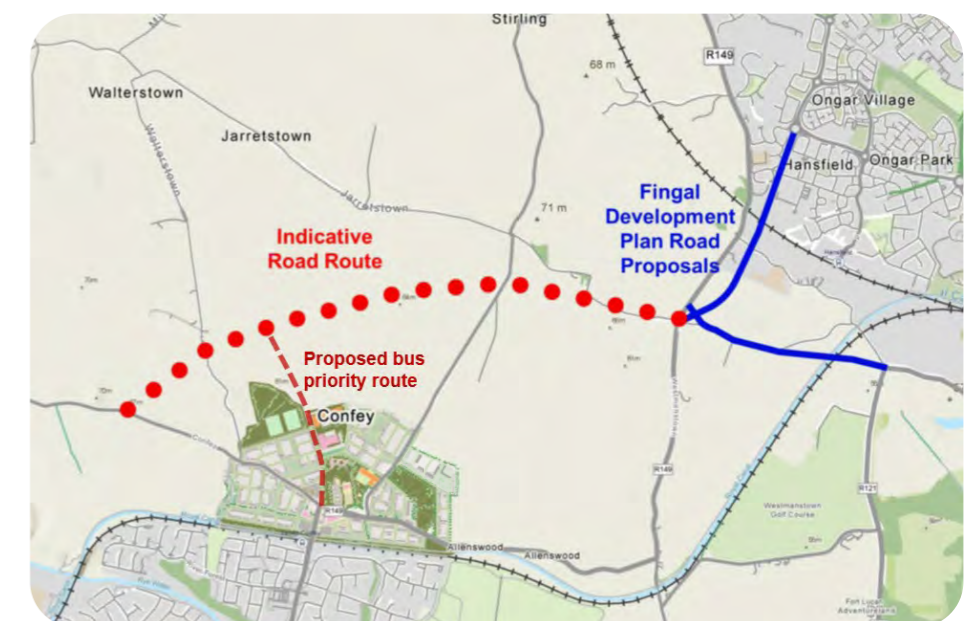


Figure 79; Indicative Link Road Route

4.3 Delivery Partners

The Confey Masterplan will be delivered by a number of landowners in collaboration and partnership with;

- Kildare County Council
- National Transport Authority
- Department of Environment, Climate and Communications
- Department of Education
- Waterways Ireland
- Irish Rail

4.4 Developer Provided Infrastructure

As part of any planning application, the developer shall demonstrate a rationale for the site selection of the proposed development in relation to other constructed, permitted or proposed development. Developers are encouraged to sequence the delivery of the units radially from the Urban Centres.

In some cases, the completion of works required to facilitate residential development in a phased manner within the Masterplan Scheme are outside the direct control of KCC and the landowners. All measures and funding streams available for the release of funding to provide for the delivery of infrastructure will be pursued in conjunction with landowners/ developers. In the case of infrastructure being delivered other mitigating measures or infrastructure will be pursued to facilitate the development of the masterplan.

4.5 Indicative Time-line

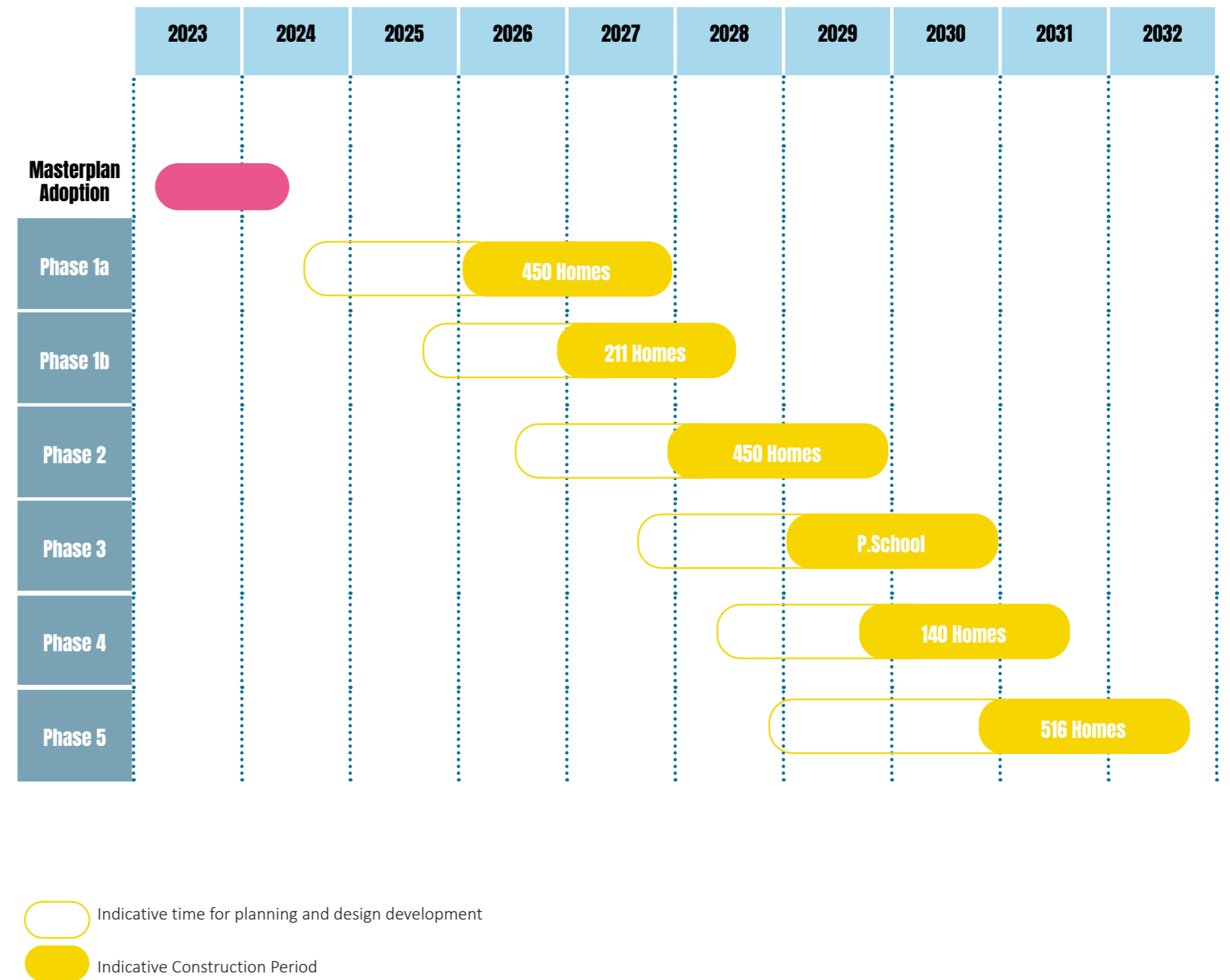


Figure 80; Delivery Time-line. Indicative construction period in yellow

5. Masterplan Reviews

The proposed Masterplan lands will be developed on a phased basis and to be brought forward through individual planning applications. It is recognised that the Masterplan area may be subject to change over time to reflect changes in the national and local economy, market trends, land ownership and future infrastructure provision.

As development activity increases and planning applications are submitted within the masterplan area, future iterations of the document will evolve in order to reflect the circumstances at that time.

A review of the Masterplan will be undertaken by the Planning Authority after five years from adoption of the Masterplan as part of the LAP to ensure the required infrastructure and facilities have been provided and are operational, and that the overall development of the Masterplan is progressing and continues to progress in a satisfactory manner.

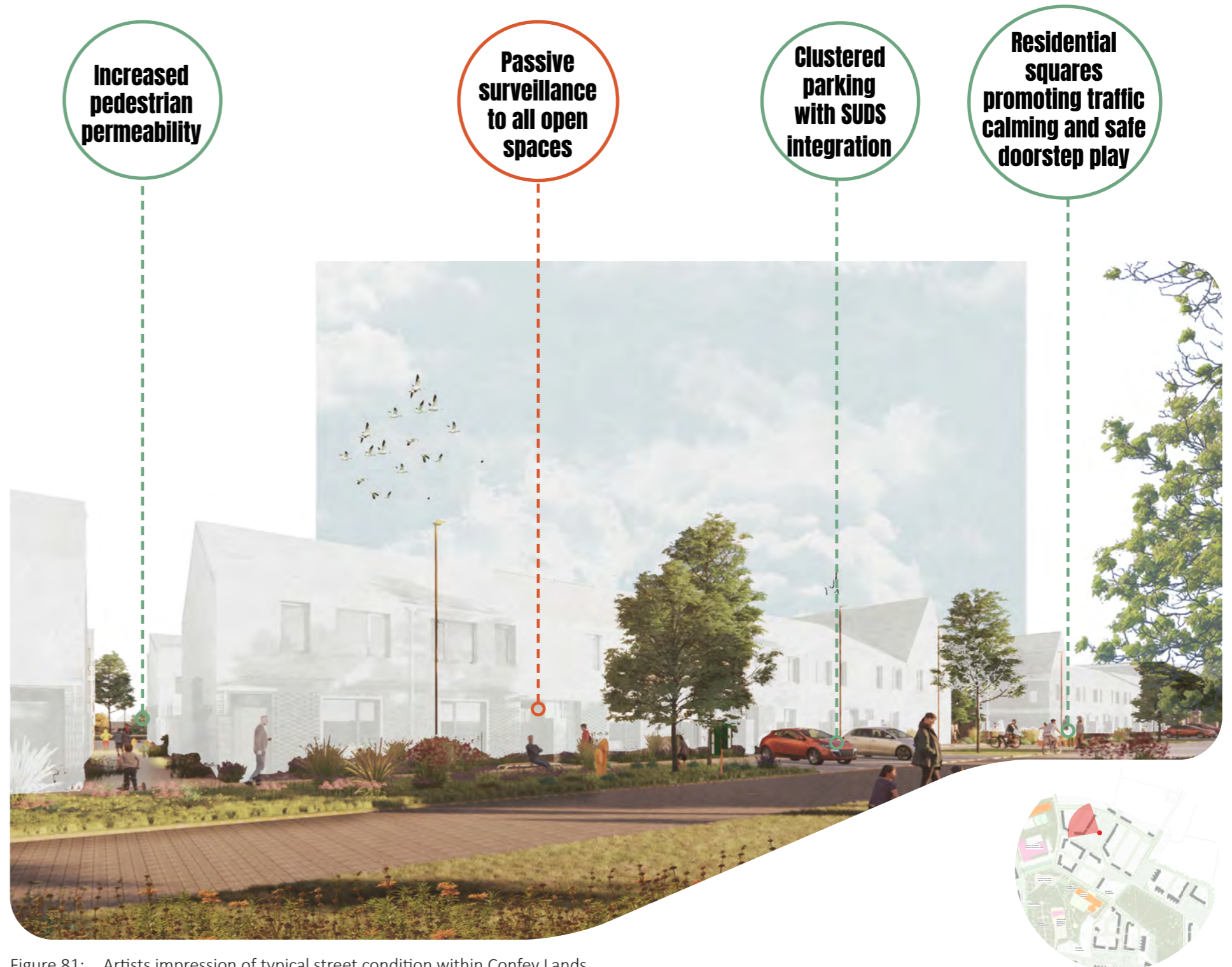


Figure 81; Artists impression of typical street condition within Confey Lands

Metropolitan Workshop

Architecture + Urbanism



ARUP