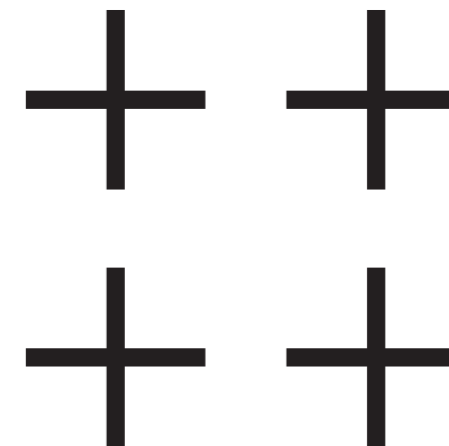


++ PLUS ARCHITECTURE

CLÚID HOUSING
LEIXLIP, CO. KILDARE

PLANNING DESIGN REPORT
MAY 2025



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FIG 1 Former ESB Site

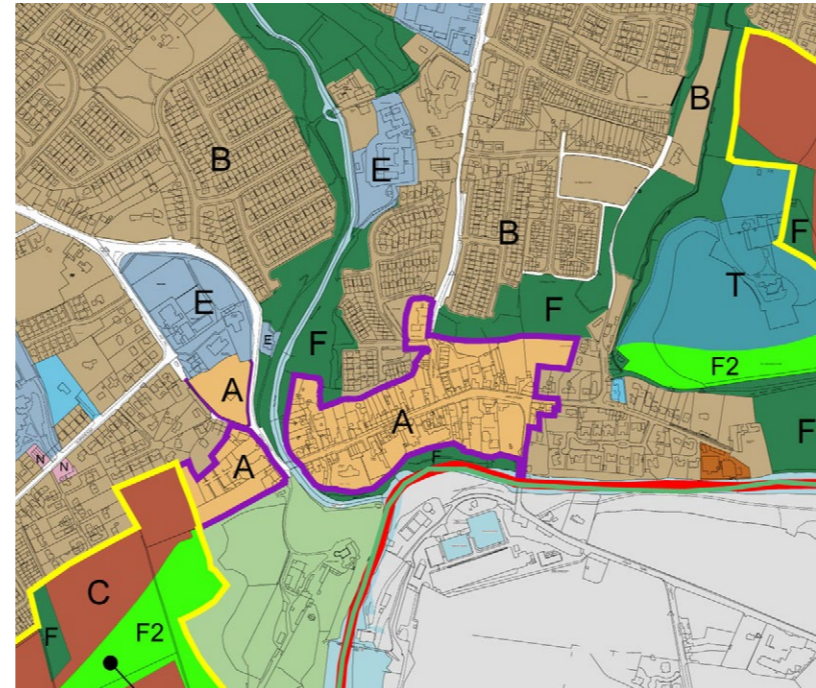
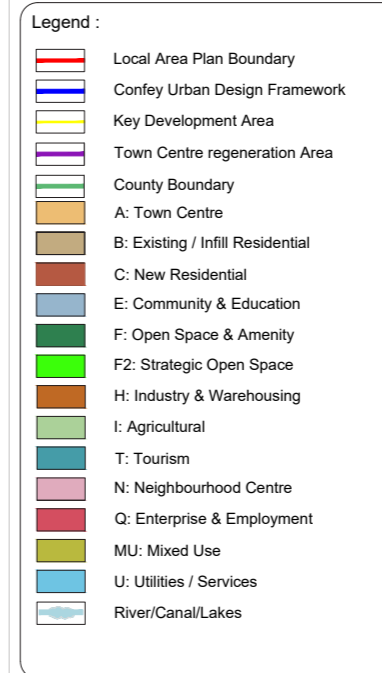


FIG 2 Land Use Zoning Objectives Map / Leixlip LAP 2020-2026 Extract



SITE CONTEXT

DESCRIPTION

The site subject of this presentation is located within the Town Centre Regeneration Area as identified in the Leixlip Local Area Plan 2020-2023. The Southern portion of the site, including the existing building with a frontage to the Main Street, is within the boundary of the Architectural Conservation Area.

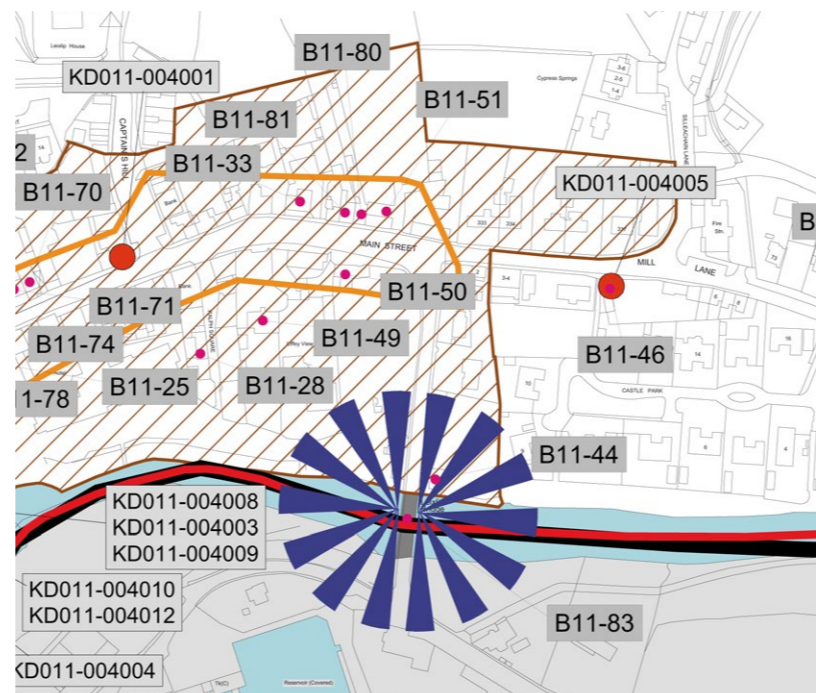
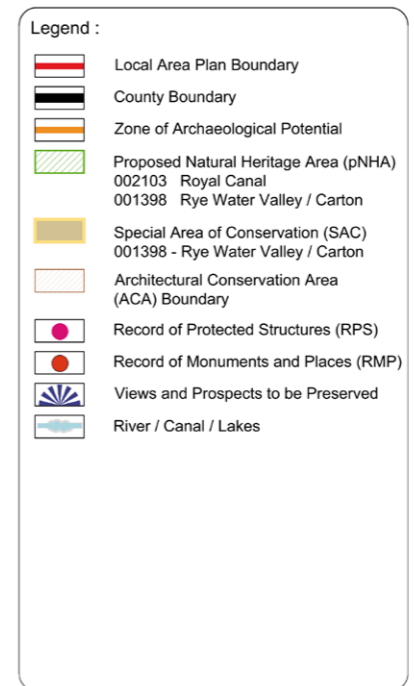


FIG 3 Leixlip Built Heritage and Archaeology Map - Town Centre



SITE CONTEXT

LAP OBJECTIVES

The North Main Street Backlands Regeneration objective seeks to establish an East-West & North-South permeability through the site, linking Main Street, Captain's Hill and St. Mary's Park.

A strategic pedestrian / cycle route is also proposed through the site.

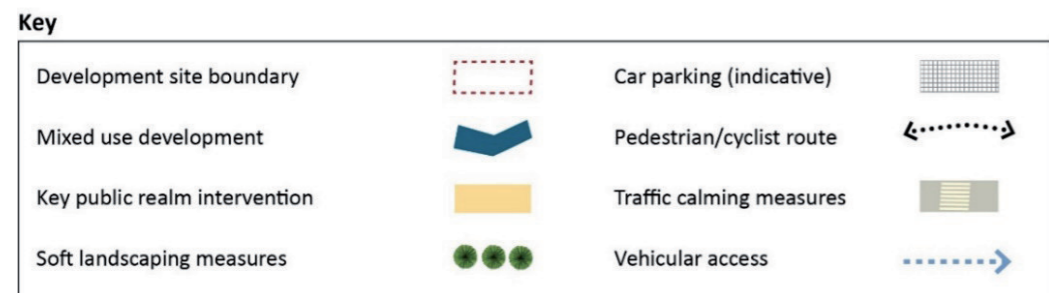
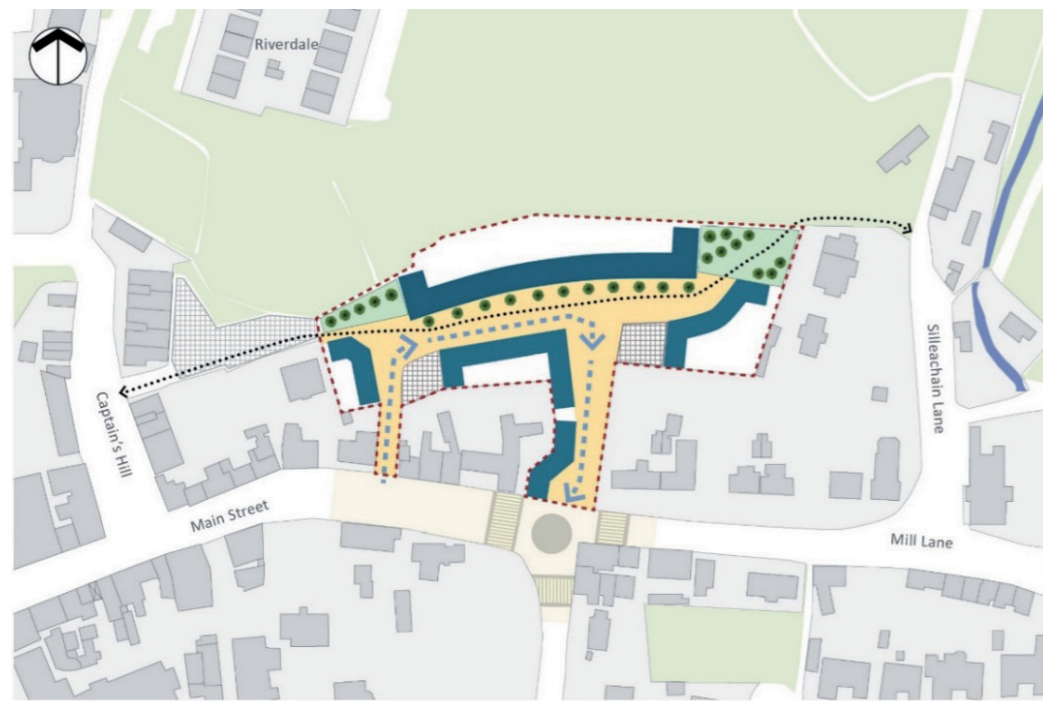


FIG 4 North Main Street Backlands Regeneration / Leixlip LAP 2017-2023 Extract

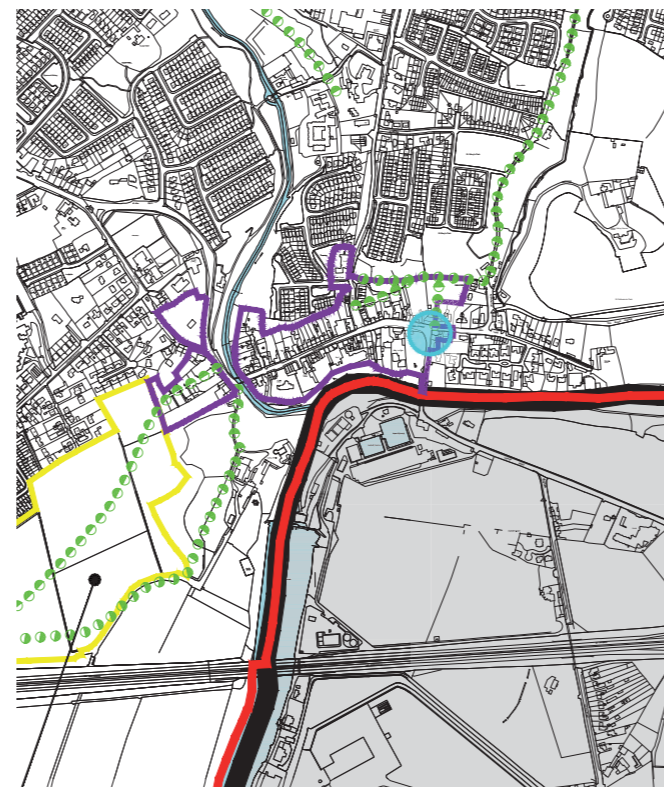


FIG 5 Leixlip Transport Map Extract



FIG 7 Telecoms Mast as seen from the Site Entrance

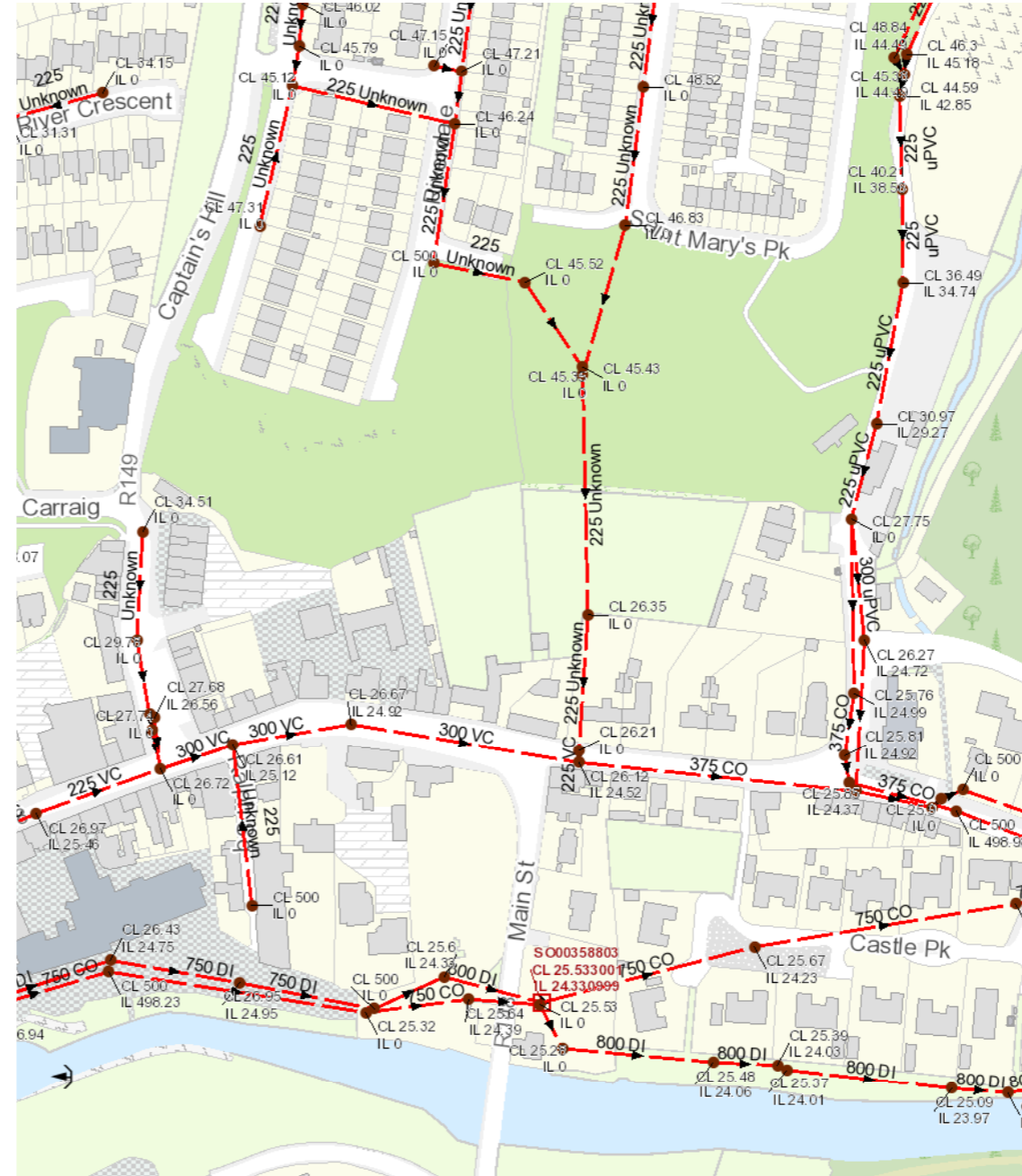


FIG 8 Extract from Irish Water Map showing Sewage Pipe

SITE CONTEXT

SITE SPECIFICS

There is an existing Telecommunications mast with an associated right of way within the site.

While it is an objective to get this mast relocated, it is not clear whether this relocation will take place in the near future. Provisions have been made to keep the mast operational and maintain the existing right of way of 4 metres in width and 7 metres in height from the public roadway to the Retained Premises.

In addition to this, the records from Irish Water indicate that a Sewer Main traverses the Site as shown on the extract Map on this page.

This pipe needs to be relocated in order to avoid a clash with the proposed residential blocks at the back of the site.

PROPOSAL

SITE FRONTAGE

The former ESB Premises Building is over 20m in length and affords a Ca. 3,6m wide site entrance. Having belonged to Ivy House in its origins and possibly used as a shed or stables, the building was altered at some stage in the second half of the 20th Century with a new facade composition and a new roof, which was raised from the original roof level. The narrow site entrance in its current configuration would not allow to implement the LAP objectives, but also the building's alignment and the large portions of blank facade, with an utilitarian or even industrial language, appear at odds with the immediate context.

The architectural conservation report that accompanies this planning application concludes that the building has been altered to such an extent that it retains none of its original character. Furthermore, the standard of the masonry is of poor quality, suggesting that this building didn't have any significance prior to the conversion works.

For all of the above, this proposal seeks permission to demolish the existing building and replace it with a new one.



FIG 9,10 Images of Former ESB Premises Building

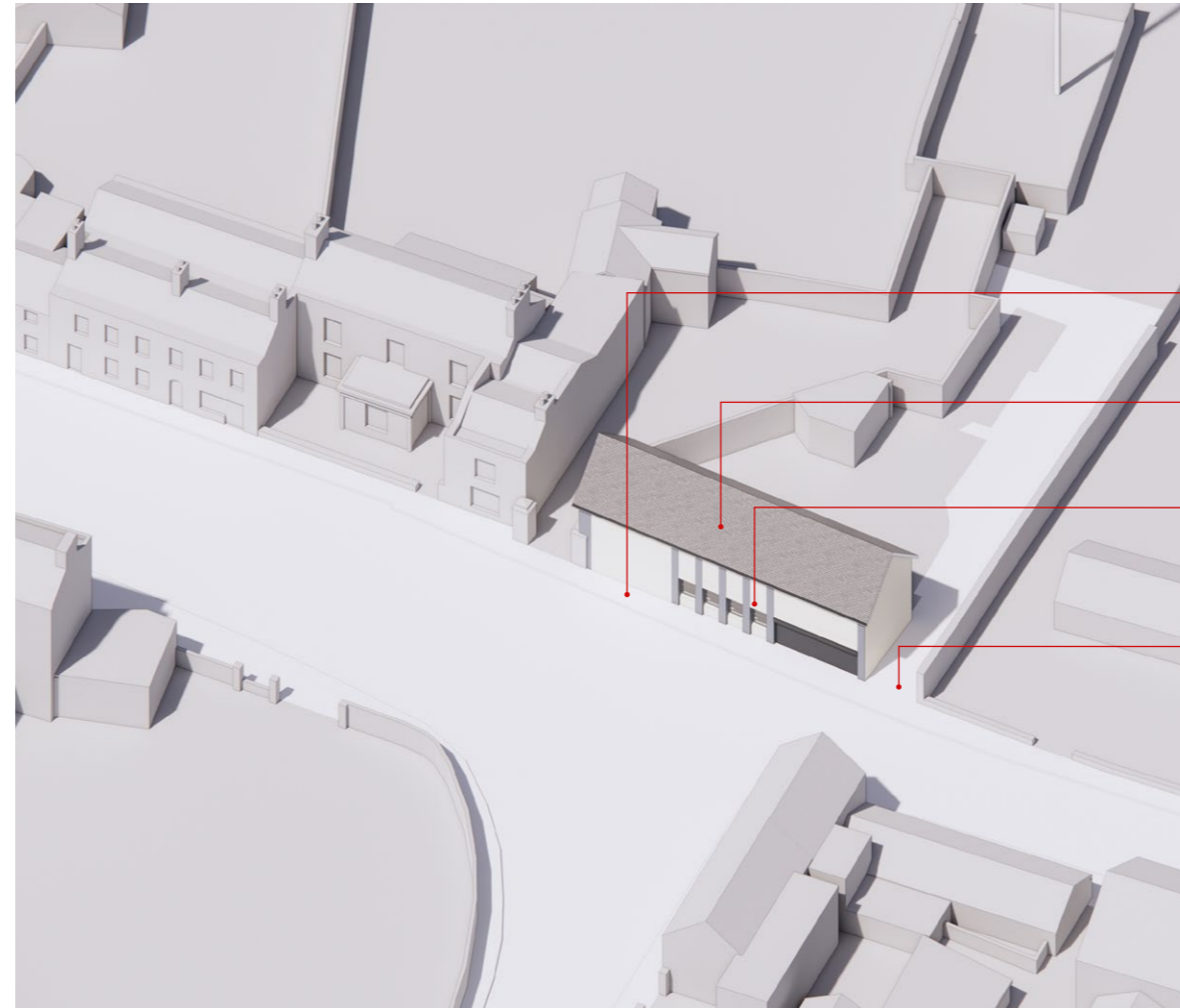


FIG 11 Existing Frontage configuration

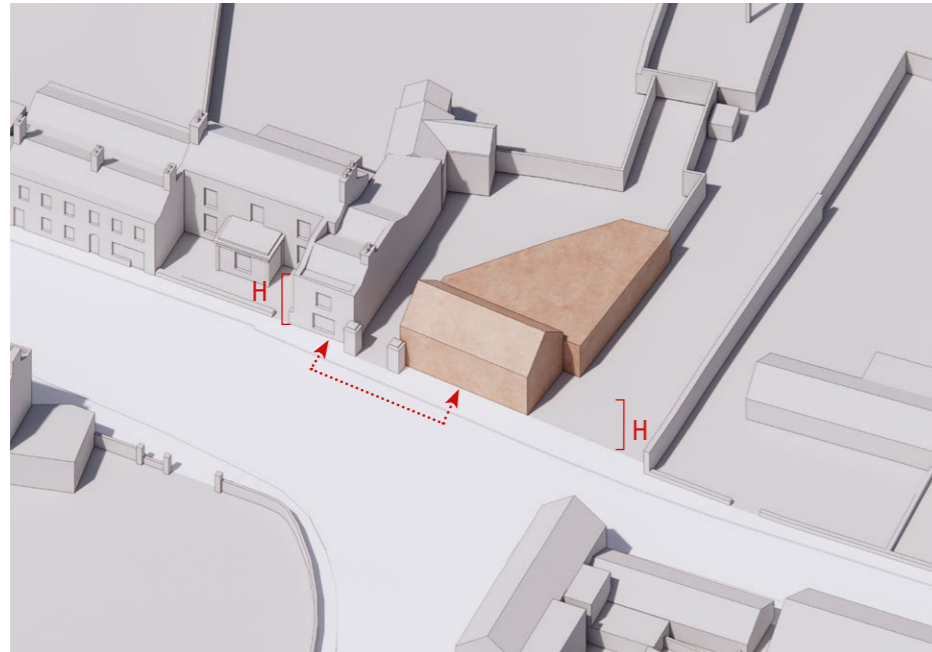


FIG 12 Two-storey volume to the front, single storey volume to the back. Volume heights and alignments are respectful of the adjacent protected structure, Ivy House.

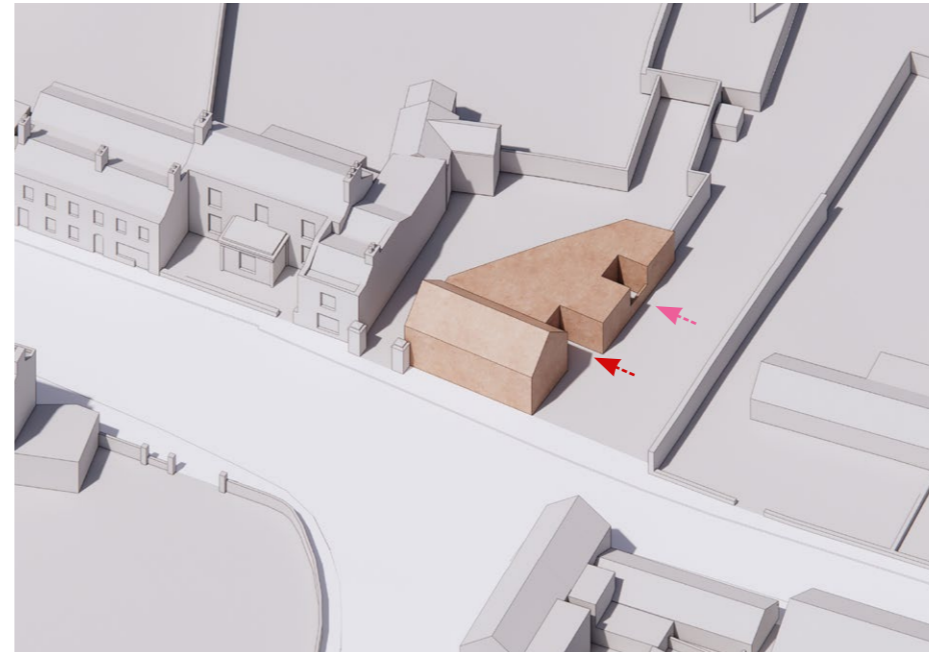


FIG 13 2 Voids on the single storey volume establish the access points for the Resident's amenity space and the single apartment unit to the back. A more generous access route to the back of the site is provided.

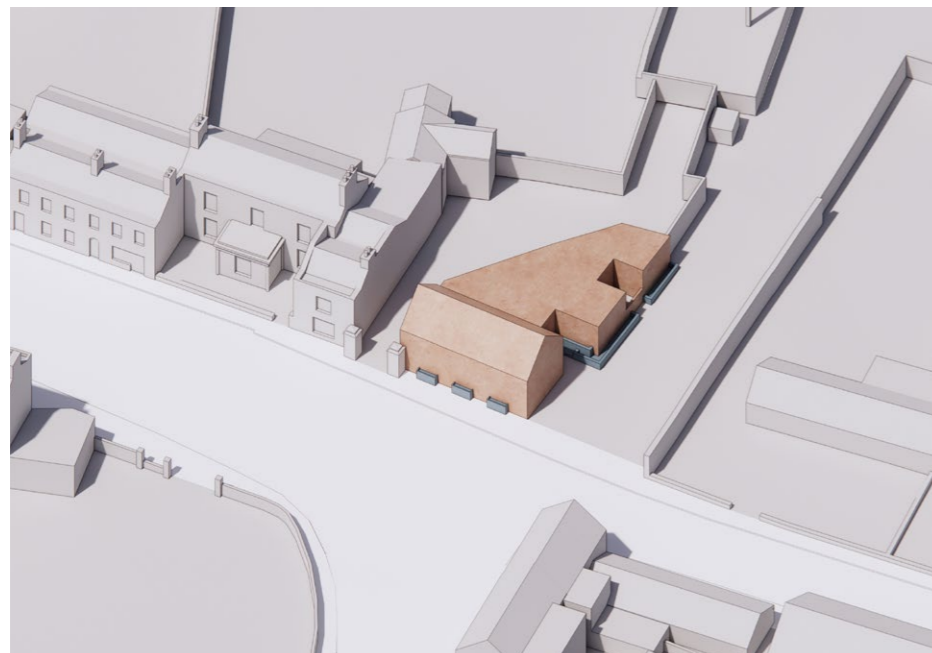


FIG 14 Built-in planters and seats surround the volumes, providing privacy and amenity to the apartment and activating the public space.



FIG 15 High quality materials and finishes detailed in a contemporary language contribute to enhance the junction and preserve the character of Leixlip ACA. Natural stone plinths and cappings, rough & smooth cast rendered finishes and natural slate roof finishes are proposed. Window proportions are adjusted to compliment the surrounding protected structures.

PROPOSAL

SITE FRONTAGE

Massing Strategy Diagrams for the new proposed building at the site entrance

PROPOSAL

SITE FRONTAGE

View approaching Leixlip village from
Bridge



PROPOSAL

SITE FRONTAGE

View from Main Street



PROPOSAL

SITE FRONTAGE

View approaching the site entrance. High quality materials and finishes, detailed in a contemporary language, are proposed for the front building.

- Natural stone plinths, cappings and inserts.
- Mixture of roughcast & smooth render finishes.
- Natural Slate Roof
- Exposed PPC Metal Rainwater pipes



PROPOSAL

SITE FRONTAGE

View towards Community Centre
entrance





FIG 18 The residential blocks at the back of the site take a 'U' configuration to enclose a communal garden for the residents. A 5.5m wide vehicular access + 1.8m footpath is provided as a minimum. A North-South link provision is facilitated to connect the main street with the Strategic Pedestrian / Cycle Route and St. Mary's Park to the North of the Site.

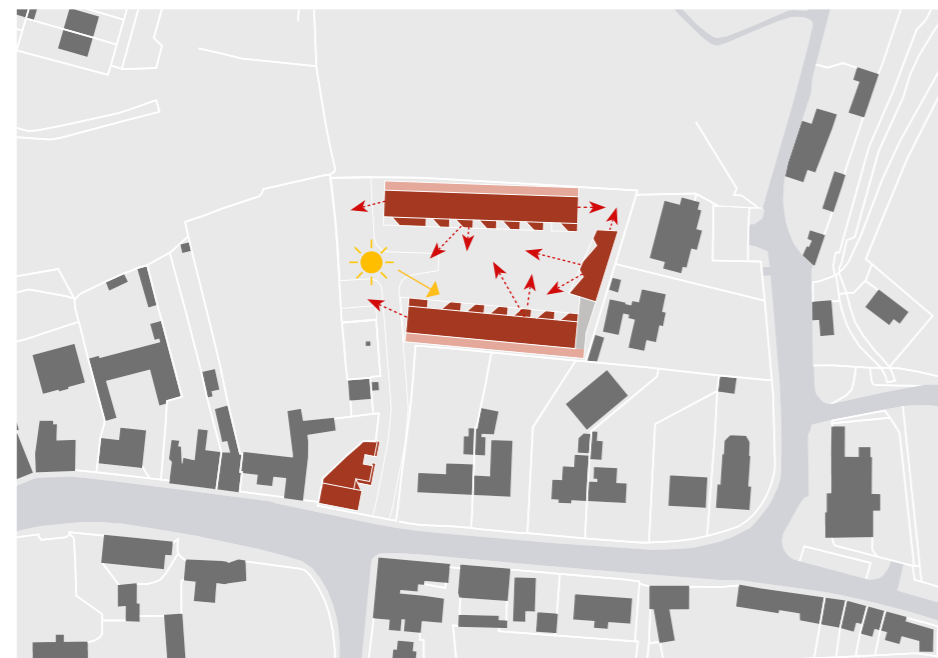


FIG 20 The facades are modelled to avail of direct Western sunlight and to increase passive surveillance throughout the site. A depth in the facades is achieved to incorporate the private amenity spaces for the apartments and limit overlooking.

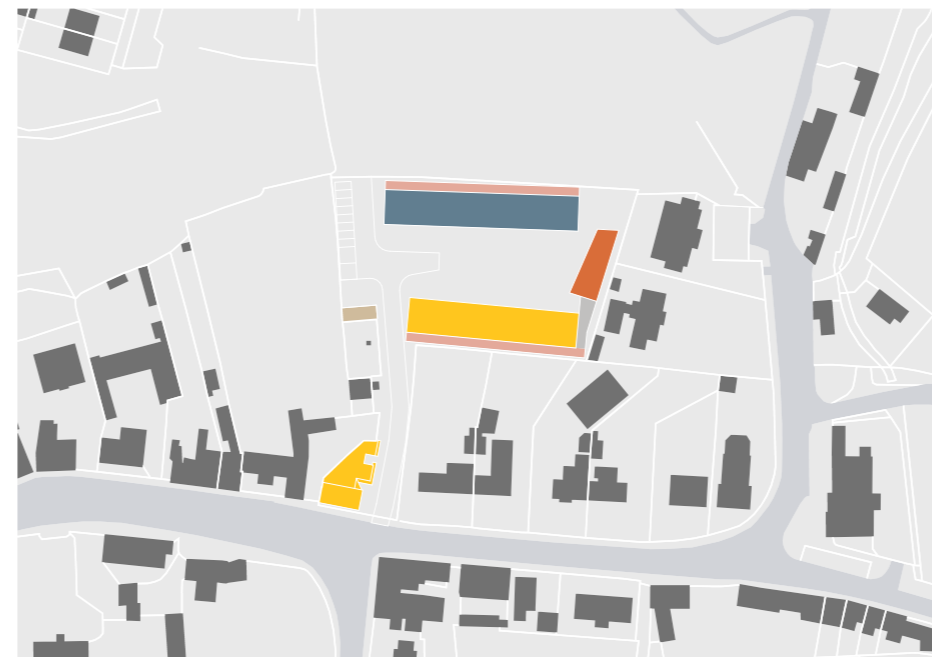


FIG 19 Lower heights are proposed along the Southern and Eastern Site boundaries in order to mitigate any overlooking to neighboring properties. All living spaces face the communal central garden and screening measures will be incorporated to avoid a disimprovement of the private open spaces of the existing houses to the South of the site

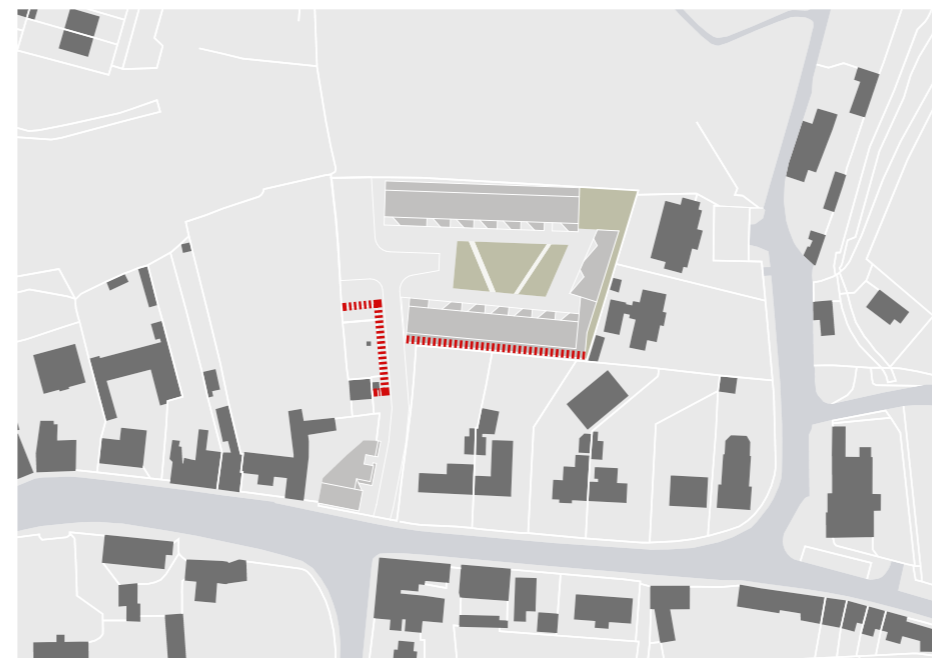


FIG 21 Green spaces are provided in the central garden and to the North-East corner of the site for the use of the residents. Screening measures are provided around the ESB mast enclosure and on the Southern residential block to avoid overlooking issues towards the adjoining residential properties.

PROPOSAL

WHOLE SITE

Whole Site Diagrams

Main Street Backlands Regeneration Objectives

It shall be an objective of the Council:

- REG 1.1** To facilitate the redevelopment of North Main Street Backlands in a co-ordinated manner which facilitates a mix of residential/retail and commercial uses. The development of the site shall be subject to an agreed action plan with the planning authority for the entire site and shall be carried out in a phased manner.
- REG 1.2** To support the provision of an entrance and egress onto Main Street via the new street which shall be subject to agreement with the Planning and Transportation Sections of Kildare County Council and shall include improvement measures along the R148 and at the R148 Junction at Mill Lane.
- REG 1.3** The new street design shall provide pedestrian and cycle permeability through the site connecting to the main street to the south, to the west at Captain's Hill and north towards St. Mary's Park.
- REG 1.4** The design of new buildings and land uses within this regeneration site shall be sympathetic to the existing adjoining properties while also being orientated in a manner that provides passive surveillance of the proposed new street and pedestrian/cycle connections through the site.
- REG 1.5** The overall development shall provide for adequate parking provision for the various uses proposed within the site in accordance with the Car Parking Standards of the Kildare County Development Plan 2017-2023. The site shall also provide for sufficient lands for a new public town centre car park.

As part of the Leixlip LAP, Section 5.3.1 North Main Street Backlands Regeneration a series of 5 key objectives are set out which have a direct relationship to the proposal.

REG 1.1 – The development of the proposed site is part of a phased approach to developing the backlands and facilitates future development along the backlands in a westerly direction. We are primarily proposing a residential development but this is a well located older-person specific accommodation and we are providing a community building as part of the development. Our ability to have active frontage along the north/south route is hampered by the location of the comms mast and infrastructure but our proposed development turns the corner and returns along that route.

REG 1.2 - We are providing entrance/egress onto Main Street as agreed with Transportation.

REG 1.3 - We are providing pedestrian and cycle permeability through the site and facilitating connection to the north to St. Mary's Park and our proposed development facilitates connection westerly towards Captain's Hill.

REG 1.4 - The proposed design is sympathetic to the existing adjoining properties.

REG 1.5 - Parking is provided as agreed with the Transportation Department.



FIG 22 North Main Street Backlands Regeneration / Leixlip LAP 2017-2023 Extract



FIG 23 Response to ambitions of the Leixlip LAP

RESPONSE TO THE LAP

SECTION 5.3.1

RESPONSE TO THE LAP

SECTION 5.3.1

The proposed east-west pedestrian cycle link shown as part of the LAP does not appear to have been referenced in the KCC active travel plans.

Attached opposite are the GDA cycle network plan for Leixlip from 2013 for reference. This would have been the current GDA cycle network plan at the time the Leixlip LAP was compiled. Also attached is the GDA cycle network plan for Leixlip from 2022 for reference.

Neither of the GDA cycle network plans from 2013 or 2022 contain the east-west link shown in the Leixlip LAP.

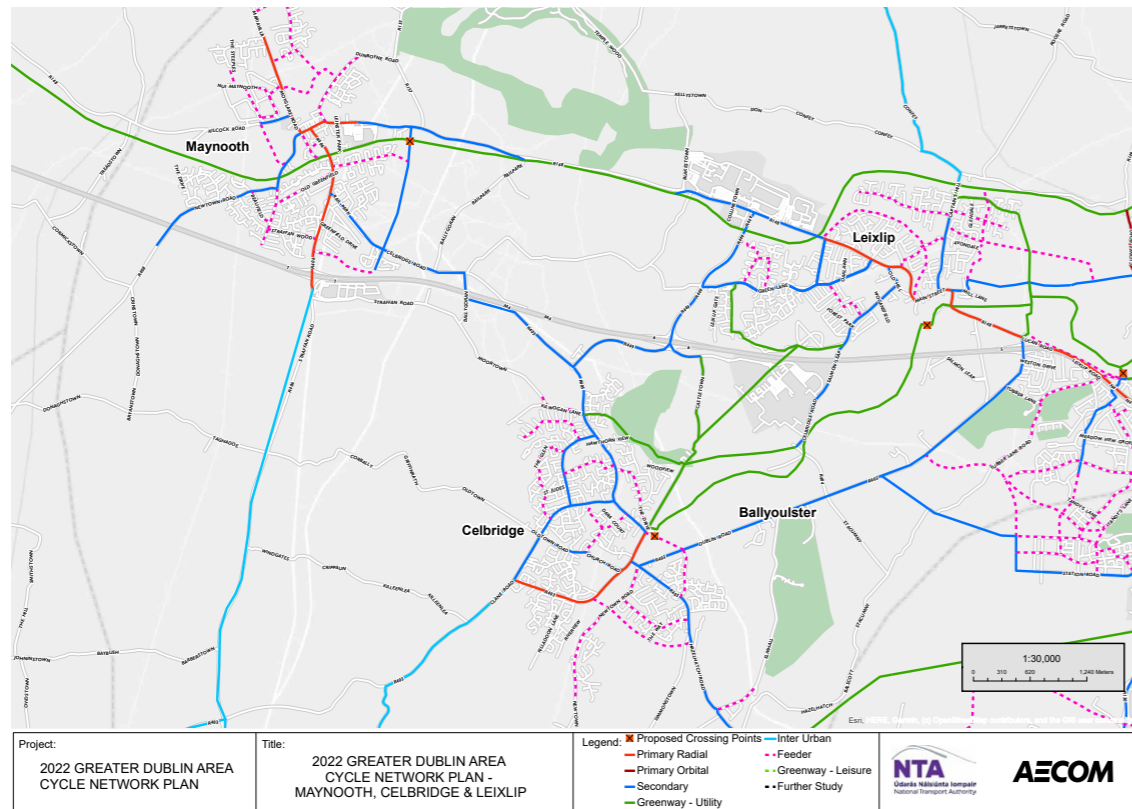


FIG 24 GDA CYCLE NETWORK PLAN (2022)_LEIXLIP

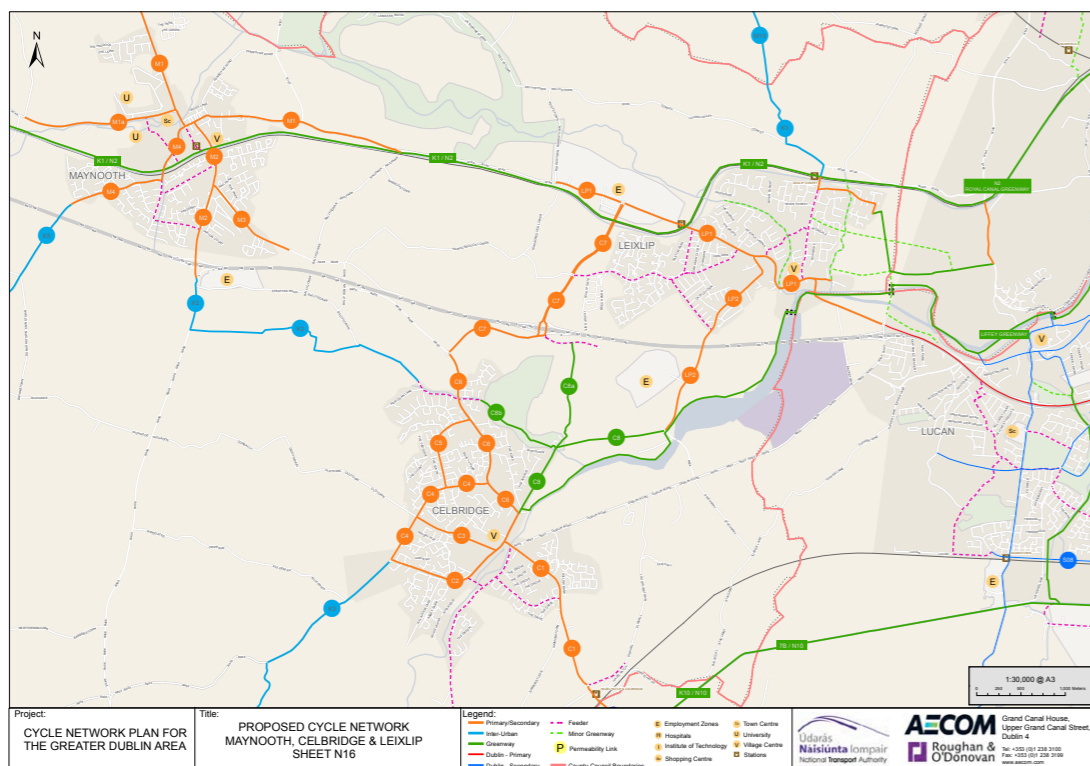


FIG 25 GDA Cycle Network Plan (2013)

PROPOSAL

RESIDENTIAL BLOCKS

Axonometric View

Three blocks of varying heights are arranged in a U-shape, enclosing a Communal Garden for the use of the residents. All blocks look inwards towards this communal open space, in an effort to create a strong sense of community among the residents while limiting overlooking onto private amenity spaces of neighboring properties.

Flat Green Roofs allow to reduce top of parapet levels as much as possible and provide attractive views from the elevated St. Mary's Park.

The areas enclosing the main access cores have a slightly higher top of parapet level in order to signify the entrance area and to allow for integrated lift overruns.



PROPOSAL

RESIDENTIAL BLOCKS

View of North Terrace



PROPOSAL

RESIDENTIAL BLOCKS

View of North Terrace



PROPOSAL

RESIDENTIAL BLOCKS

Panoramic View of South Terrace



PROPOSAL

RESIDENTIAL BLOCKS

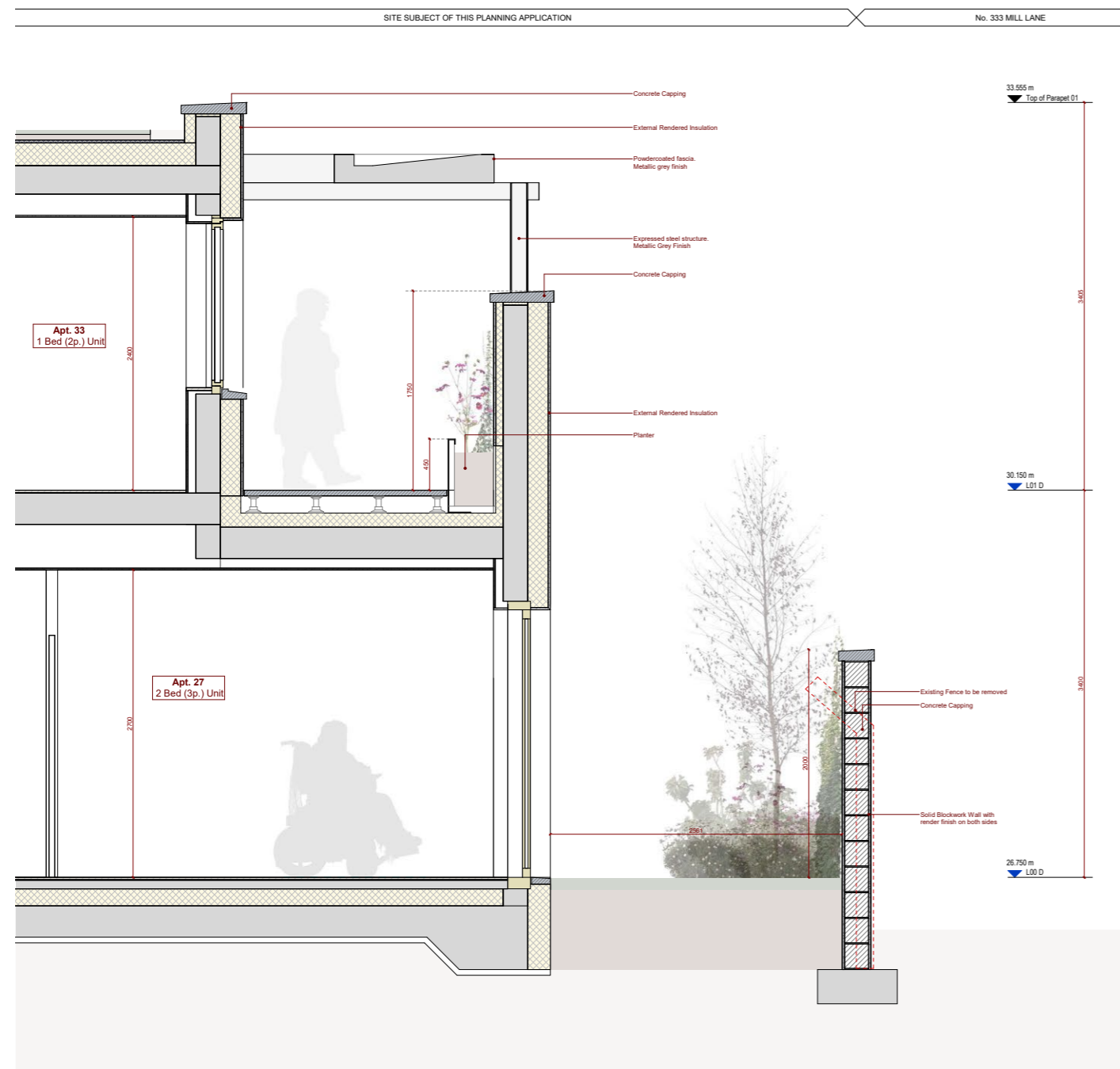
View of Eastern Block with Southern
Terrace in background



SITE BOUNDARY CONDITIONS

SOUTHERN BOUNDARY

Section Detail through Southern Site Boundary

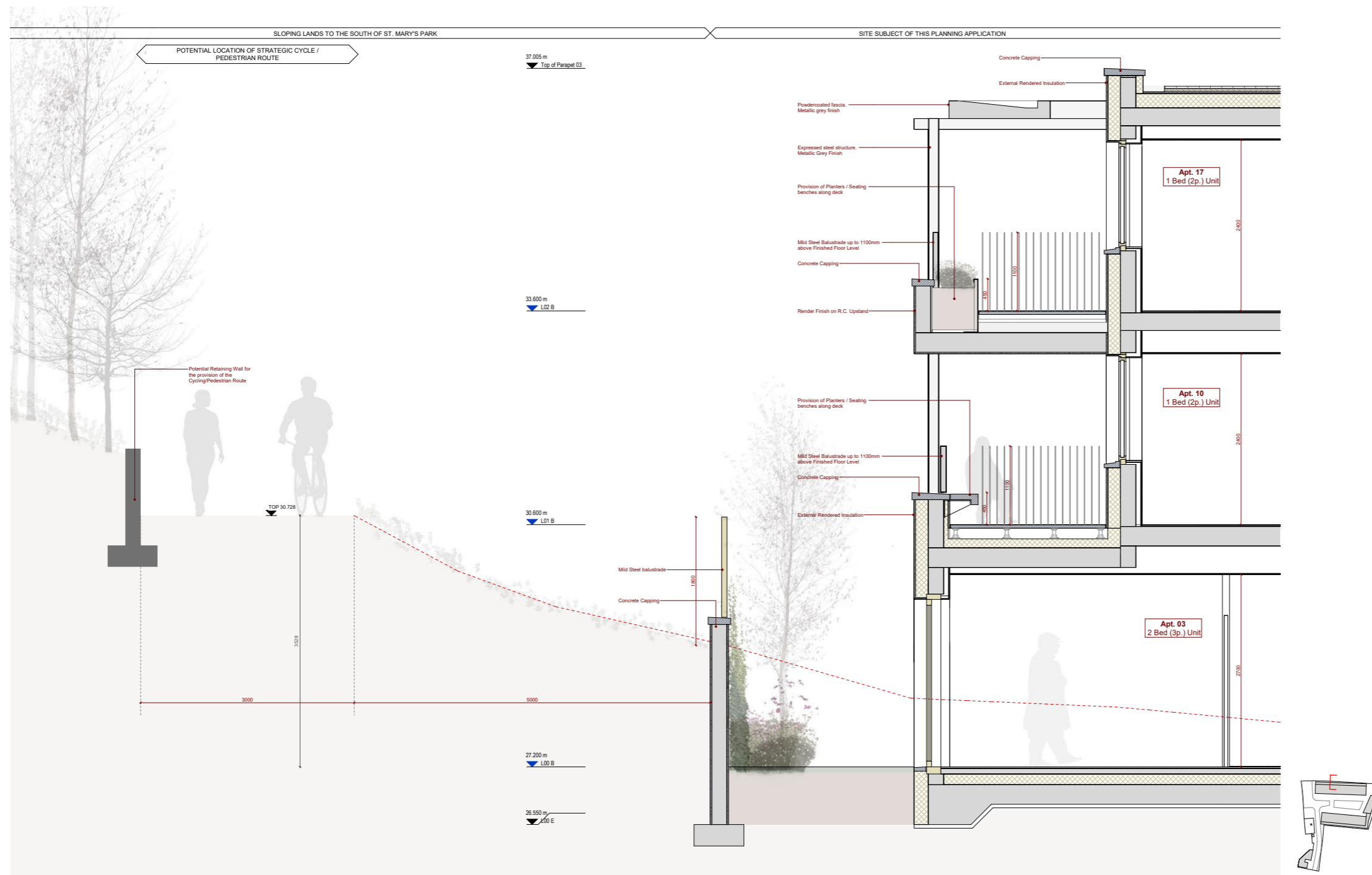


View of deck access with high opaque parapet, ncorporated planters and seating areas

SITE BOUNDARY CONDITIONS

NORTHERN BOUNDARY

Section Detail through Northern Site Boundary



MATERIALITY



PROPOSAL

LANDSCAPING



FIG 27 Landscaping Proposal



FIG 28 Site connectivity

The site is well connected in the heart of Leixlip Village, in close proximity to restaurants, cafes, supermarkets and in walking distance to St. Catherine's Park and Leixlip Library. The nearest bus stop identified in the diagram above is located only Ca. 220m from the furthest apartment unit and it provides 24-hour operating routes to Dublin and Maynooth, as well as direct bus links to Dublin Airport. Leixlip Confey train station is 1.2km away, also accessible by bus. The 'Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities', issued in January 2024, state that Car parking ratios should be reduced at all urban locations, and should be minimised, substantially reduced or wholly eliminated at locations that have good access to urban services and to public transport. With a substantial portion of the site located in an Architectural Conservation Area, it is also a priority to reduce the car parking provision in order to not significantly add more traffic pressure through the village.

With all of the above taken into consideration, and also with a similar approach to the Leixlip LAP, our proposal for this site includes a total number of 8 No. car parking spaces, all provided at grade, and 36 No. bicycle spaces (1 per apartment unit) in a covered and secure dedicated enclosure.

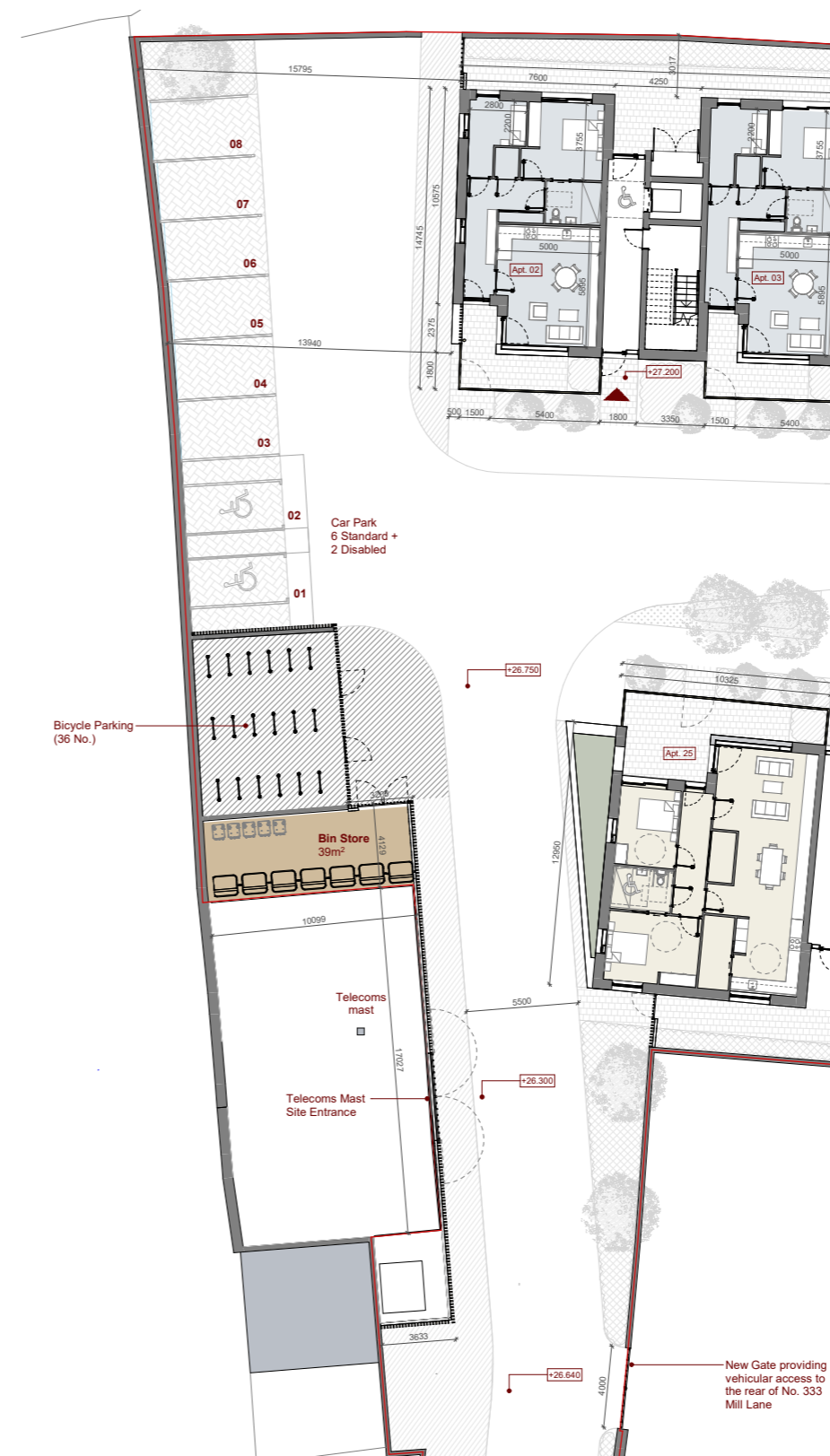


FIG 29 Parking provision

PROPOSAL

CAR PARKING PROVISION