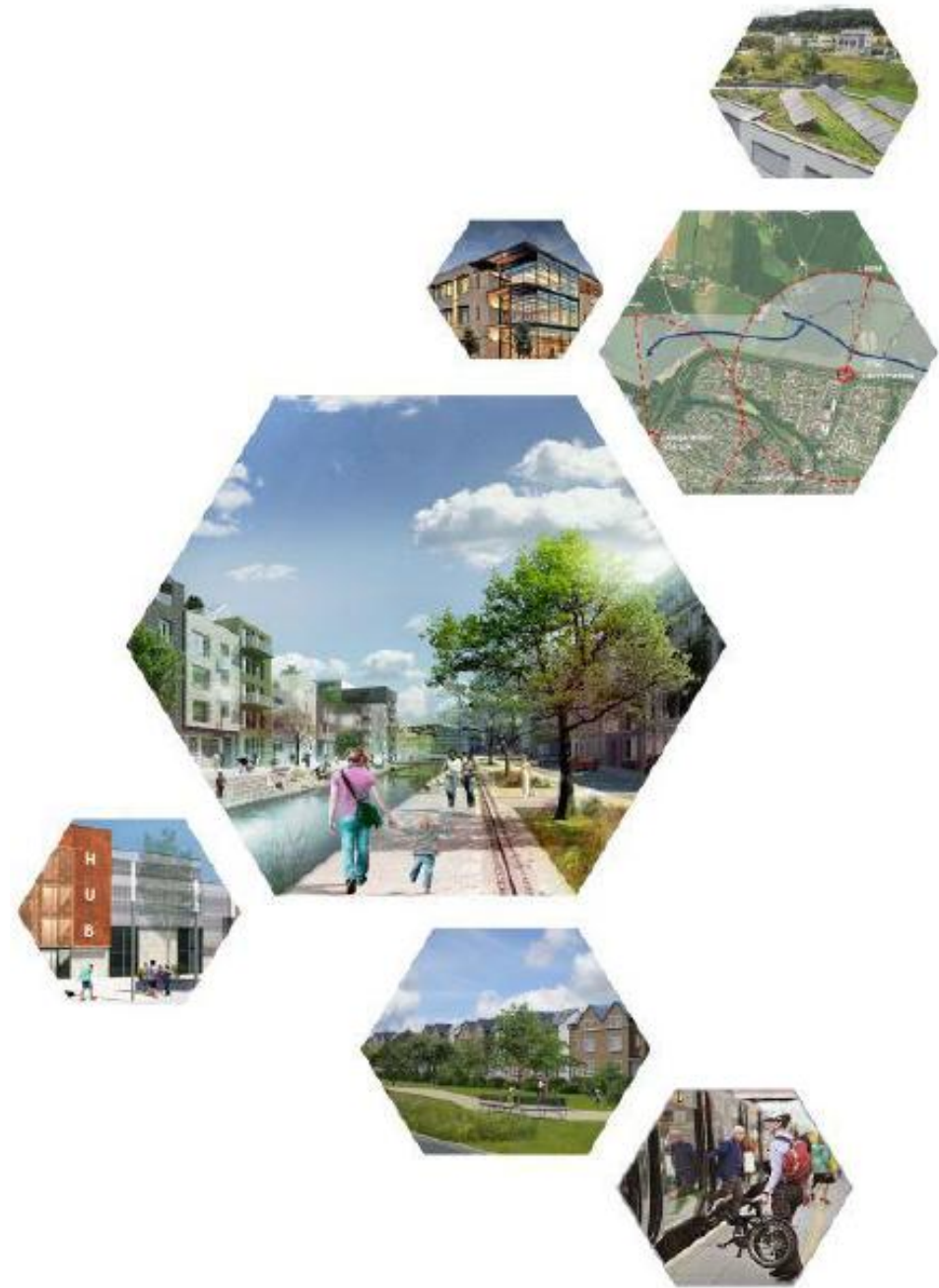


APPENDIX A

CONFELY

Urban Design Framework



Contents

- 1. KEY DESIGN PRINCIPLES AND CONCEPT 5
 - 1.1 DESIGN PRINCIPLES 5
 - 1.2 DESIGN FRAMEWORK CONCEPT 8
- 2. THE URBAN DESIGN FRAMEWORK 9
 - 2.1 GENERAL 9
 - 2.1.1 GREEN INFRASTRUCTURE AND ECOLOGICAL ENHANCEMENT 9
 - 2.1.2 SURFACE WATER AND DRAINAGE..... 9
 - 2.1.3 LAND USE 10
 - 2.1.4 DENSITY AND BUILDING HEIGHTS 12
 - 2.1.5 LAND CAPACITY AND INDICATIVE TYPOLOGIES 13
 - 2.1.6 CHARACTER AREAS..... 14
- 3. PHASING & SEQUENCE OF DEVELOPMENT..... 27
 - 3.1 THE DRAFT URBAN DESIGN FRAMEWORK PHASING REQUIRMENTS..... 27
 - 3.2 PHASING/SEQUENCE OF DEVELOPMENT FOR THE CONFHEY URBAN DESIGN FRAMEWORK..... 28
 - 3.2.1 PHASE 1: 28
 - 3.2.2 PHASE 2: 29
 - 3.2.3 PHASE 3: 30
 - 3.2.4 PHASE 4: 31
 - 3.2.5 PHASE 5: 31
- 4. SUMMARY..... 32

PREFACE

Document Purpose and Introduction

This Urban Design Framework (UDF) will act as a preliminary design guide for the future development of lands at Confey, north of Leixlip. The UDF has been informed by background research and baseline analysis, which has highlighted opportunities for future development while also identifying possible constraints and issues. The background research and baseline analysis which inform the future development of Confey is set out in the addendum to this Urban Design Framework.

The Urban Design Framework sets out to:

- Identify and provide an analysis of existing opportunities and constraints facing the future development of the lands at Confey;
- 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;
- Present an overarching vision that will guide the future development of the subject lands;
- Provide general and specific design principles to inform the future development;
- Develop concept plans to illustrate the indicative approaches that have been considered and informed by analysis and design principles;
- 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; 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.

This Framework is underpinned by the policy and objectives set out in Section 12.8 of the Draft Leixlip Local Area Plan 2020-2026.

CONTEXT

Strategically located within the Metropolitan Area and adjoining Confey Train 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 UDF currently comprise circa 60 ha. Key to achieving the delivery of this new neighbourhood in a coherent and sustainable manner is the timely delivery of critical supporting infrastructure.

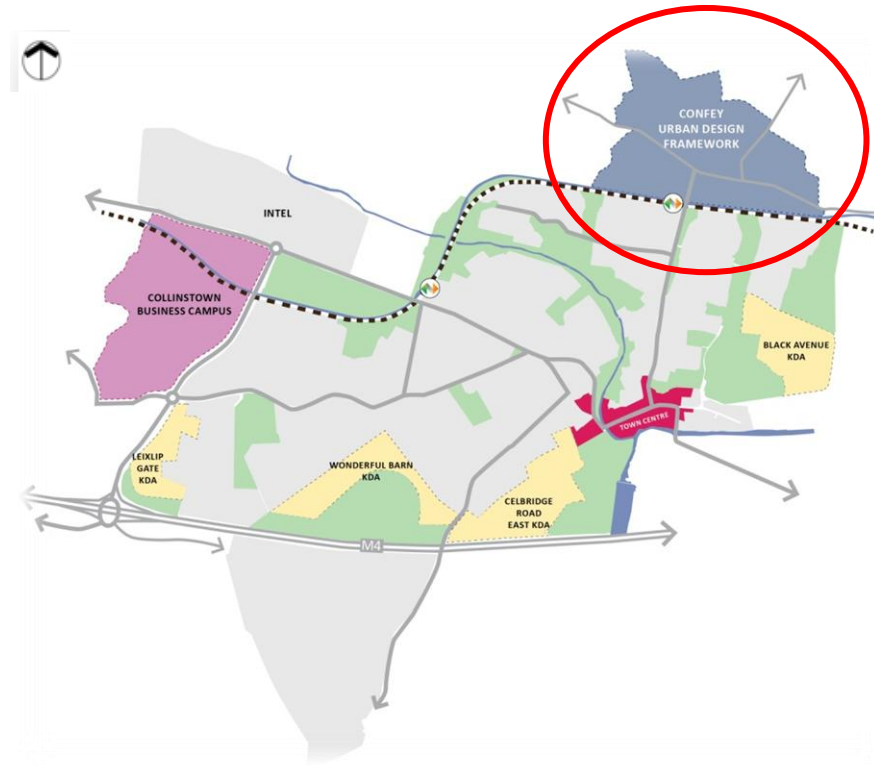


Figure 1 – Confey UDF Lands in a Leixlip Context

A VISION FOR CONFHEY

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.

DESIGN PRINCIPLES AND CONCEPT

1. KEY DESIGN PRINCIPLES AND CONCEPT

The design principles and concept for Confey has been informed by background research and analysis which is set out in the addendum to this UDF. The addendum sets out details in relation to the strategic and local context of the Confey lands alongside a description of the physical attributes associated with the area including a land description, transport connections, infrastructure, flood risk, landscape and built and natural heritage. The analysis of such attributes facilitates the identification of a number of opportunities within the UDF area which in turn have informed the design principles and concept. Where perceived constraints were identified, the UDF framework seeks to overcome such issues through innovative design and land use designation.

1.1 DESIGN PRINCIPLES

GENERAL

- To create a new attractive sustainable neighbourhood for people to live & recreate.
- To ensure the optimum balance in land uses to include residential, neighbourhood centre/retail offering, community, leisure and amenity facilities which are complementary to existing developments offering.
- 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 areas location within walking distance of Confey Railway Station alongside opportunities for greater connectivity to the existing road and Motorway network.
- To provide a new local Park and Ride facility in conjunction with the redeveloped Confey Railway Station and the neighbourhood centre which will meet both residents and commuters needs.
- 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 at St. Catherine's Park.

URBAN DESIGN PRINCIPLES

- To provide a neighbourhood centre in the form of a 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.

- To create a neighbourhood that is highly permeable and accessible and links 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 domain.
- 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.

LANDUSE

- 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 new physical and social infrastructure.

PLACE MAKING

- To establish a new residential neighbourhood centred on to the new street and community hub which will act as a focal point and 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 an extended cemetery (capable of meeting the short term needs of the Leixlip area).
- To provide new sporting facilities for Confey GAA to the north west which will be capable of meeting the long term needs of the club while also ensuring ease of accessibility for pedestrian 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 AND 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 movements.
- To develop a network of primary and secondary roads, paths and cycleways throughout the new neighbourhood into the adjoining areas in a manner that provides accessibility for all.
- To develop a sustainable walk 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 its distinction and sense of place.
- To ensure views along the Royal Canal east and west 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.

1.2 DESIGN FRAMEWORK CONCEPT



Figure 2 - Urban Design Framework Concept

2. THE URBAN DESIGN FRAMEWORK

2.1 GENERAL

This Urban Design Framework (UDF) document has been structured to take the reader through a preliminary process of the design evolution for the lands at Confey. Such details inform the 'The Urban Design Framework' which is explained under a series of headings which include Green Infrastructure, Ecological Enhancement, Surface Water and Drainage, Land Uses, Density and Building Heights, Land Capacity and Indicative Typologies, Character Areas and Movement and Access.

2.1.1 GREEN INFRASTRUCTURE AND ECOLOGICAL ENHANCEMENT

The framework provides for the retention of identified high to moderate quality planting, trees or hedgerows which provide a valuable resource and enhance the quality of the new neighbourhood at Confey.

High value hedgerows have been identified adjoining Confey Cemetery following existing field boundaries while further high value hedgerows have been identified to the east and adjoining the Royal Canal. Moderate value hedgerows are also identified adjoining the Royal Canal to the west and along the local road to the north east at Allenswood. Such corridors offer the potential for ecological spines throughout the new neighbourhood where habitats and networks can be retained and enhanced. Such ecological enhancement measures provide the opportunity for enhanced habitat features and greater connectivity of benefit to a range of potential species, notably along proposed 'ecological corridors' on site. These measures will assist in enhancing the ecological network within the area whilst also providing for a varied landscape. A development buffer in the form of a linear park will also enhance the existing ecological network along the Royal Canal.

The design and development of such ecological enhancement measures should be integrated into the landscape of the area while also enhancing the areas visual containment.

2.1.2 SURFACE WATER AND DRAINAGE

The existing lands at Confey are in the main green field in nature, with existing surface water unattenuated. 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.

2.1.3 LAND USE

Figure 3 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 with the potential to accommodate c. 260 units. The residential lands provide for two density ranges based on the particular areas proximity to the existing train station and provide an overall unit potential of 1,080 units. 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 to accommodate a limited expansion of the existing cemetery, 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.

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 location of Confey GAA centrally within the subject lands and within close proximity to Confey Railway Station has been identified as being an underutilisation of these strategic lands. It is proposed to relocate the existing GAA lands facility to a larger site further north and in close proximity to the proposed 'Community Hub' ensuring ease of access.



Figure 3 - Confey Draft Land Use Map

2.1.4 DENSITY AND BUILDING HEIGHTS

The location, scale and identity of development lands within the framework take into account the presence and proximity to the rail line and the future DART expansion programme. In line with the provisions of Tables 4.1 and 4.2 of the Kildare County Development Plan 2017-2023, the density ranges provide 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 units per hectare.

Building heights within the identified higher density lands shall generally provide for 3 to 4 storey buildings. 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 shall provide for more traditional building forms of 2/3 storey's in height.

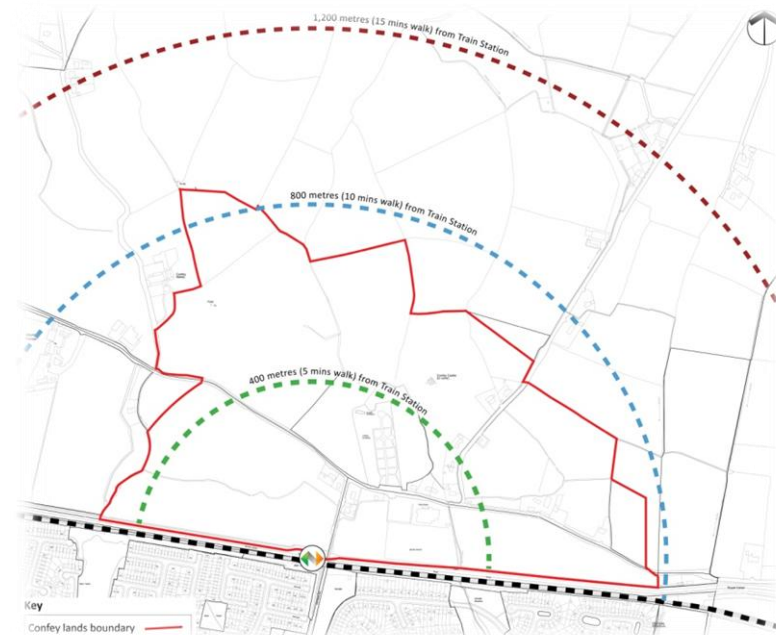
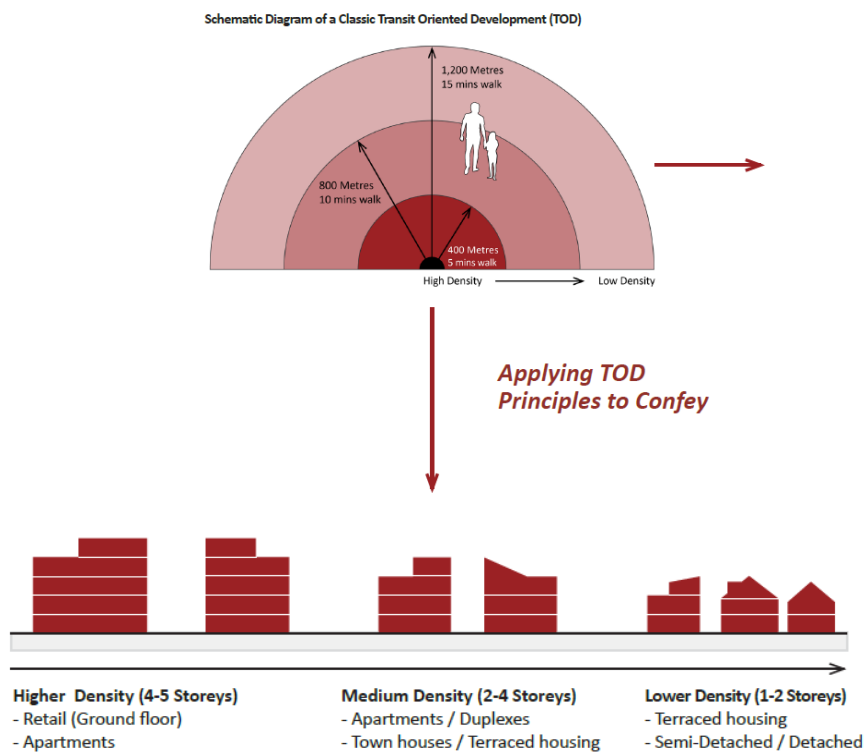


Figure 4 - Density and Building Heights

2.1.5 LAND CAPACITY AND INDICATIVE TYPOLOGIES

The estimated quantum of development provided for within the UDF area is set out below.

Confey Land Use Zoning Proposals and Density

Mixed Use				
Character Area	Zoning	Area (ha)	Density Proposed /ha	Unit Potential
MU1	Mixed Use	2.5	50	125
	Mixed Use	1.6		
MU2			50	80
	Mixed Use (Focus on Retail Anchor/Car Parking etc - 1ha residential)	3.1 (2.1 focused on Retail Anchor/Car Parking etc - 1ha residential)		
MU3	Anchor		50	50
			Total	255

Residential				
Character Area	Zoning	Developable Area (ha) i.e excluding road infrastructure etc	Density Proposed /ha	Unit Potential (Rounded to nearest decimal point)
R1	Residential	8.22	50	411
R2A	Residential	2	50	100
R2B	Residential	3.7	35	130
R3	Residential	3.55	35	124
R4A	Residential	1.7	50	85
R4B	Residential	1.54	35	54
R5A	Residential	2.3	50	115
R5B	Residential	0.64	35	22
R6	Residential	1.25	35	44
		24.89	Total	1085

Community Educational		
Character Area	Zoning	Area (ha)
CH1	Community Educational	6.4 (Including existing cemetery)
CH2	Community Educational	4.5
	Total	10.9

Open Space and Amenity		
Character Area	Zoning	Area (ha)
OS1	Open Space and Amenity	4.11
OS2	Open Space and Amenity	4.1
OS3	Open Space and Amenity	7.22
	Total	15.43

Figure 5 - Confey Land Use Zoning and Indicative Density Table

2.1.6 CHARACTER AREAS

The framework provides for a maximum of 1,340 new housing units within the boundary, which is consistent with the zoning objectives of the Draft Leixlip Local Area Plan 2020-2026. The approach adopted is to locate higher density residential elements towards the centre and closer to Confey Railway Station. Beyond these lands, densities will be reduced with a number of different typologies including courtyard style development, terraced housing, detached and semi-detached units.

A variety of neighbourhood characters 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 areas which have been identified as being of moderate to high value is promoted.

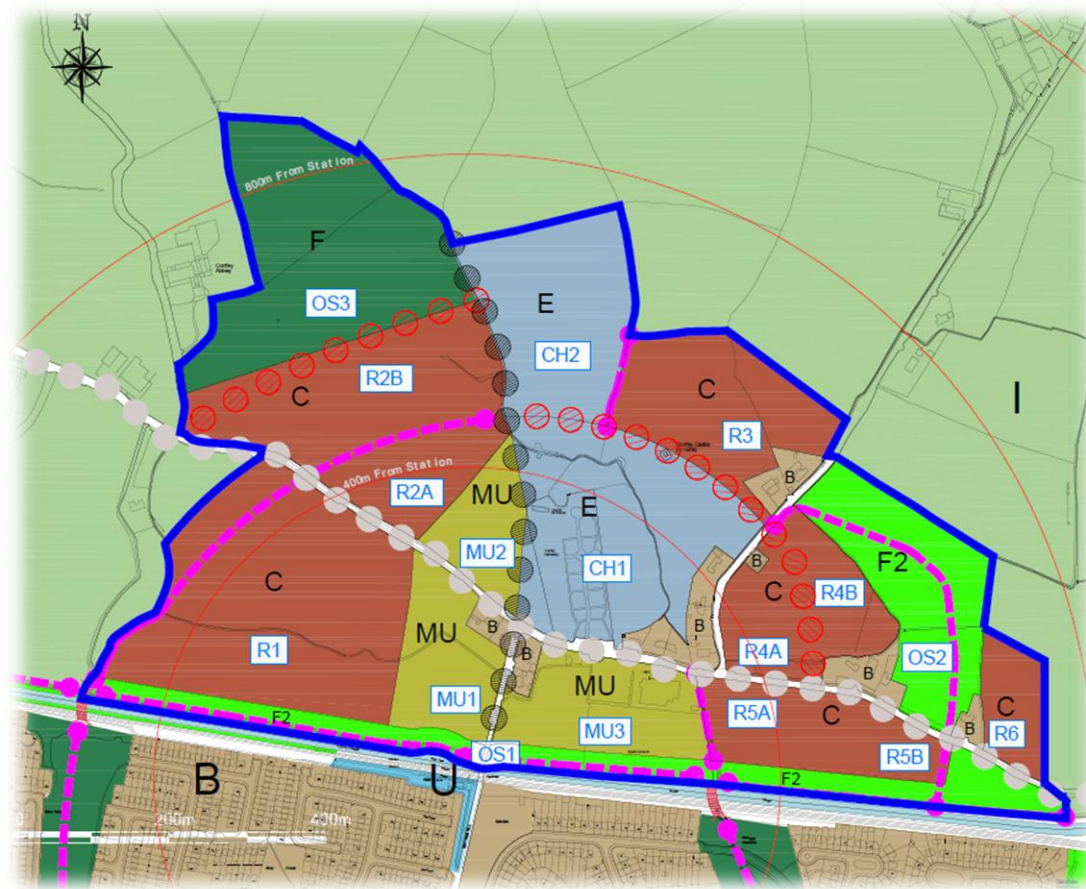


Figure 6 - Confey Draft Land Use Zoning Map and Character Areas

2.1.6.1 Mixed Use Character Areas (MU):
MU1

MU1 forms one part of the gateway/new street (west) to the overall Confey lands from Cope Bridge and Confey Railway Station. This area comprises of c. 2.3ha of mixed use lands and shall be designed in a manner that invites residents and visitors to the area across the redeveloped Cope Bridge and from the Royal Canal greenway through the provision of a civic space leading to the new street which shall comprise of 3-4 storey buildings. The street shall extend in a north south direction and extend to the west along a realigned L1015 providing a definitive edge to the new street area.

The new street shall be designed in accordance with DMURS in a manner which appears narrow through the use of surface materials, islands, landscaping and street furniture. In this regard, the new street will have adequate vehicular capacity but will have a more pleasant urban pedestrian character than that of a more traditional ‘by-pass’ or ‘through road’.

It is envisaged that the new street within MU1 will consist of a number of hybrid/mixed use building types forming a continuous street and providing an active frontage onto public spaces. At ground floor level this form of development will provide opportunities for a greater mix in unit type and occupancy with potential for future retail/commercial activities easily accommodated within the design of such ground floor units. At first and second floor level the more traditional ‘over the shop’ living type spaces will be provided.

The southern boundary of MU1 should form an extension to the existing greenway lands with new buildings fronting onto the greenway and Royal Canal providing passive supervision of this area while also creating an inviting area for users. Buildings of a contemporary design will be encouraged along this area ranging in height from 3-4 storeys.

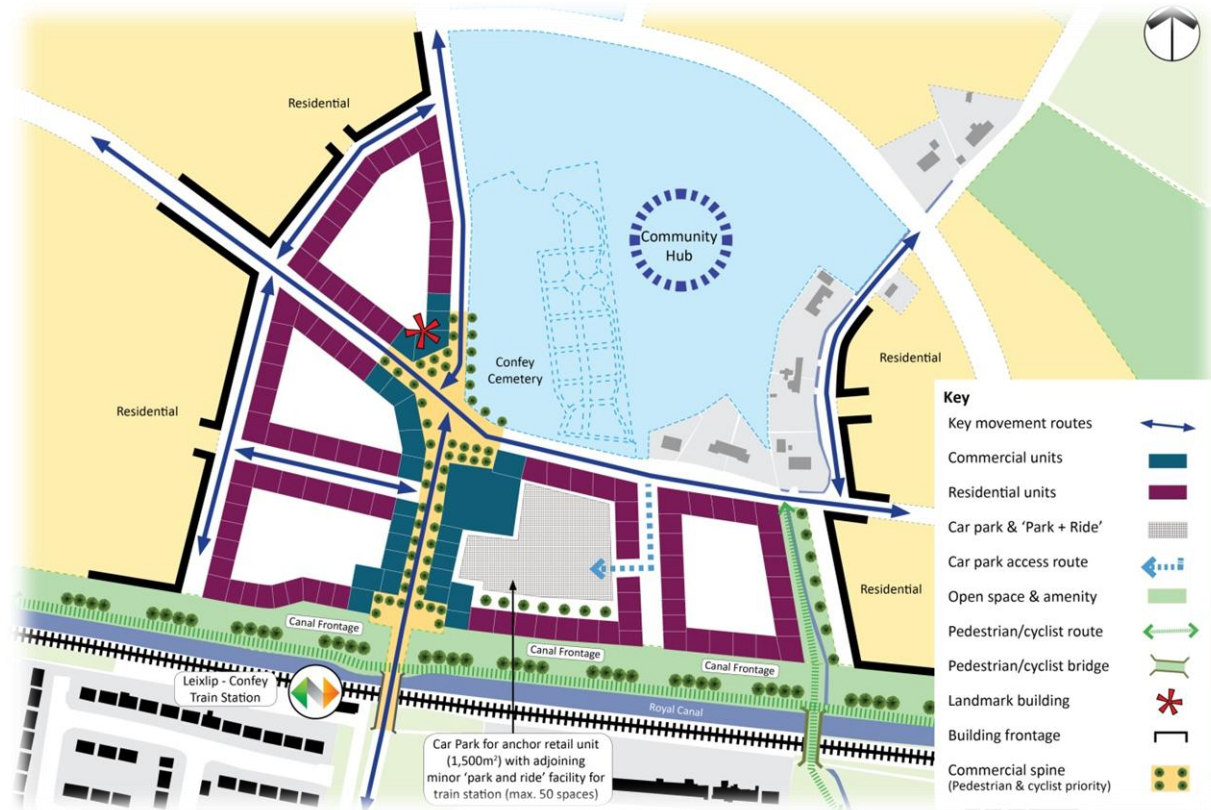


Figure 7 – Mixed Use Characters Areas MU1, 2 AND 3

MU2

MU2 comprises of mixed use lands measuring c.1.6ha. 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. The design of this area shall provide for a small civic space and contemporary building design which shall this area with a sense of identity. Building frontage within this character area shall address both the L1015 and a new link road extending north off the new street.

The provision of a hybrid/mixed use building will be encouraged within this character area which attracts residents and visitors along the new street when entering the neighbourhood from Confey Railway Station and the Royal Canal to the south.

MU3

The new street design connecting Confey Railway Station to a new central community hub will provide for a number of local services including a convenience food offering. To the east of the new street, MU3 will provide for a c. 1200sqm convenience (Refer to Chapter 5 Retail) anchor store capable of serving the weekly needs of residents. This main anchor unit shall be designed in a manner which provides frontage onto the main street whilst also sitting seamlessly alongside adjoining buildings. Pedestrian access to lands to the rear of the new street shall provide access to a car parking area which shall be accessed off the R149 to the north east. The main anchor unit shall be supported by c. 10-15 smaller units ranging in size from 50-100sqm. The main anchor shall provide direct access onto the new street providing connectivity to the street fronting units and acting as an attractor for increased footfall along the new street design proposed within this character area.

Such level of service provision is consistent with the Retail Growth projections for County Kildare and Leixlip's designation as a Level 3 key service centre within the Kildare County Development Plan 2017 - 2023.

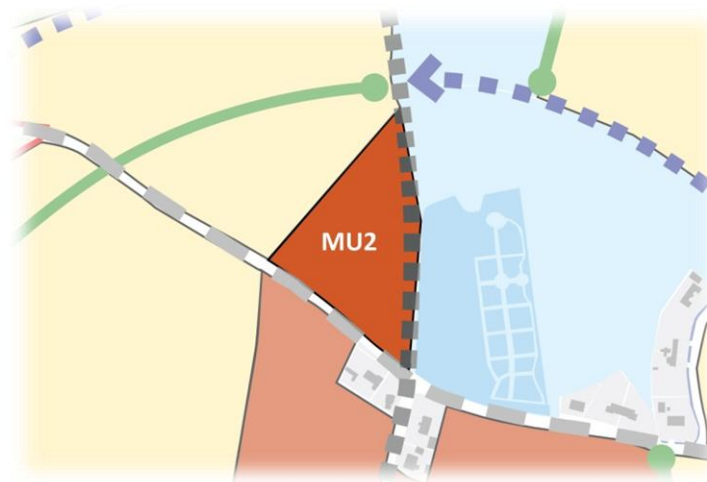


Figure 8 - Mixed Use Area 2



Figure 9 - Mixed Use Area 3

2.1.6.2 Residential Character Areas (R)

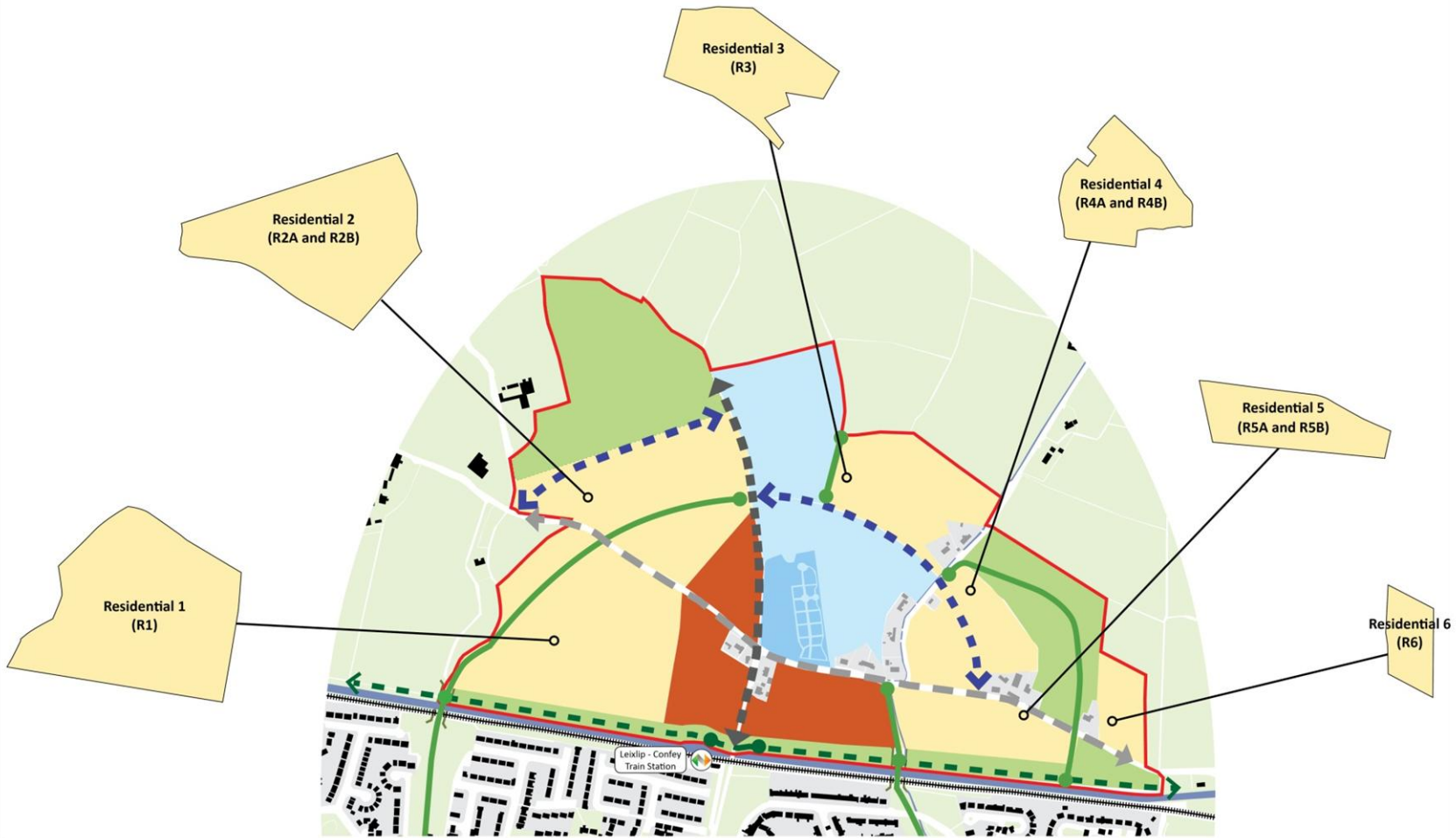


Figure 10 - Residential Areas 1 – 6

RESIDENTIAL AREA R1:

- This character area will be designed in a manner that complements the design and layout of MU 1 providing residential development in the form of principally apartment style living within buildings of 3-4 storeys with a strong architectural design facilitating this level of development. The overall residential capacity of this character area is c. 411 units.
- Alongside the provisions set out in MU1 the southern edge of R1 lands shall form an extension to the existing greenway lands with new buildings fronting onto the greenway and Royal Canal providing passive supervision of this area, while also creating an inviting area for users.
- The design and layout of R1 lands shall provide a sufficient set back in order to facilitate a new green pedestrian/cycle link which shall extend from the Royal Canal Greenway in a northern direction. Building frontage onto this new amenity green space shall be designed in a manner that encourages and ensures the safety of users passing through this space.
- The western extremities of this character area shall provide for a reduced scale of development to facilitate a transition the agricultural zone with a mix of 2 and 3 storey residential units orientated in a manner which opens onto and provides passive supervision of the adjoining new green cycle and pedestrian bridge connecting to the Royal Canal Greenway over the railway line and into the open space lands at Riverforest Park.



Figure 11 - Residential Area 1

RESIDENTIAL AREA R2: (A and B)

- This character area will provide for a new permeable residential neighbourhood with vehicular access provided along a new link road to the north.
- The overall residential capacity of this character area is c. 230 units. A pedestrian/cycle green link will extend through the site along the 500m perimeter distance from Confey Railway Station connecting to R1 lands to the south.
- The site will adjoin the new arterial route to the east extending northwards connecting this area to an upgraded L1015 to the south west via a new link road which shall be provided along the northern extremities of the lands.
- The development of this area shall provide frontage and passive surveillance of the adjoining transport corridors whilst also integrating seamlessly with the adjoining mixed use lands identified within MU1 lands.

RESIDENTIAL AREA R3:

- This character area is located to the north east of the plan area providing for c.124 units. The development of this residential character area shall provide for a new link road connecting the new central street roadway north of the R149 to the existing local road to the east (L5052).
- A pedestrian connection extending in a northern direction off the new link road shall be reserved to serve this area, the proposed school site and to maintain a permeable link to lands to the north.
- Development within this character area shall generally be in the form of traditional 2/3 storey building typologies. The design and orientation of new dwellings shall address and provide passive surveillance of the permeable link to the west, the new link road to the south and the existing local road to the east while also respecting the existing dwellings to the east adjoining these lands.



Figure 12 - Residential Area 2



Figure 13 - Residential Area 3

RESIDENTIAL AREA R4: (A and B)

- This character area is located to the east of the community hub and has the capacity to cater for c. 139 units.
- The link road proposed within this area shall extend from R3 through the lands and connect onto the R149 to the south facilitating a new cul-de-sac roadway serving existing dwellings to the south.
- Development within this character area shall generally be in the form of traditional 2-3 storey building typologies.
- The design and orientation of new dwellings shall address and provide passive surveillance of the proposed new link road.

RESIDENTIAL AREA R5: (A and B)

- 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.
- Built form shall provide for apartment living within buildings of 3-4 storeys to the west, with more traditional housing typologies of 2-3 storeys to the east of these lands within R5B. The overall residential capacity of this character area is c. 142 units.
- Alongside the provisions set out for MU3 the southern edge of this character area shall form an extension to the existing greenway lands with new buildings fronting onto the greenway and Royal Canal providing passive supervision of this area.
- The design and layout of this character area shall provide a sufficient set back in order to facilitate a new green pedestrian/cycle crossing over the Royal Canal connecting this area to the open space lands within Glendale Meadows. A further green link shall be provided towards the eastern extremity of these lands connecting to the proposed parklands to the north.

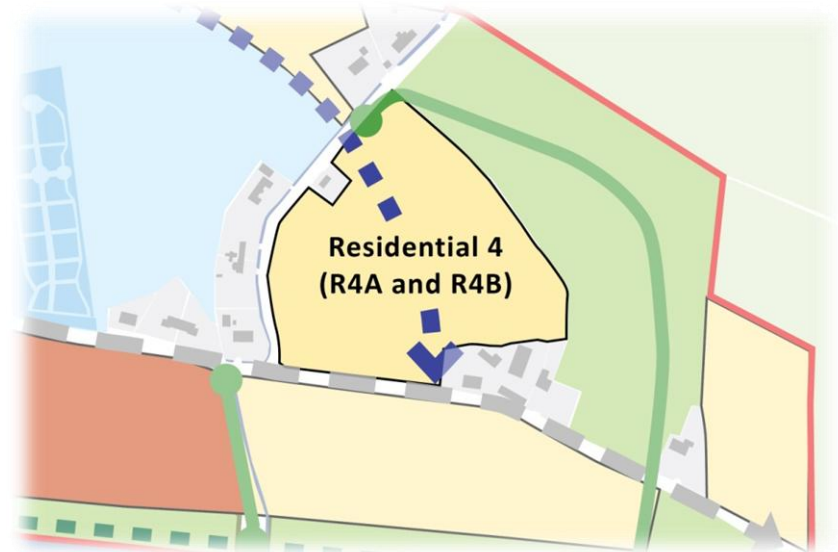


Figure 14 - Residential Area 4

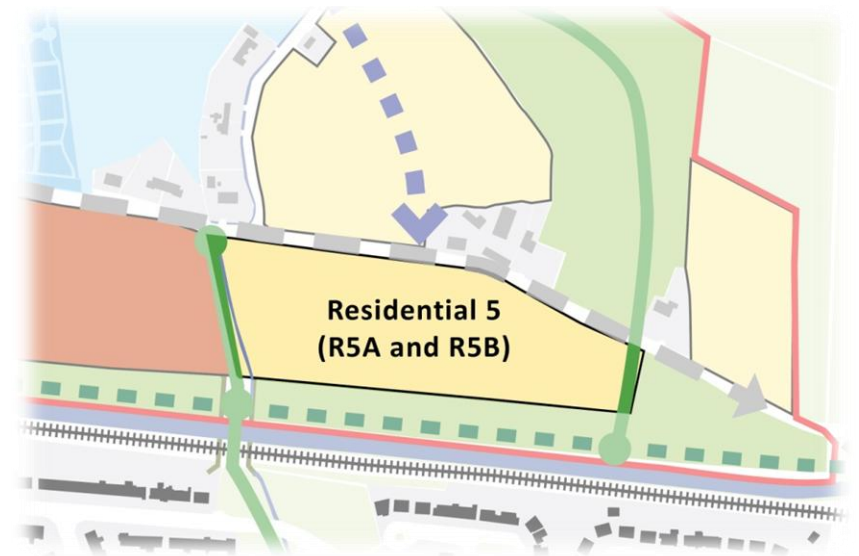


Figure 15 - Residential Area 5

RESIDENTIAL AREA R6:

- This character area comprises of the smallest character area providing for c. 39 units.
- Development within this area shall be orientated in a manner that provides passive surveillance of the adjoining open space lands.
- Pedestrian and cycle connectivity to the adjoining open space and amenity
- Parklands to the west shall also be facilitated. The built form in this area shall provide for a reduced scale of development adjoining the agricultural zone.

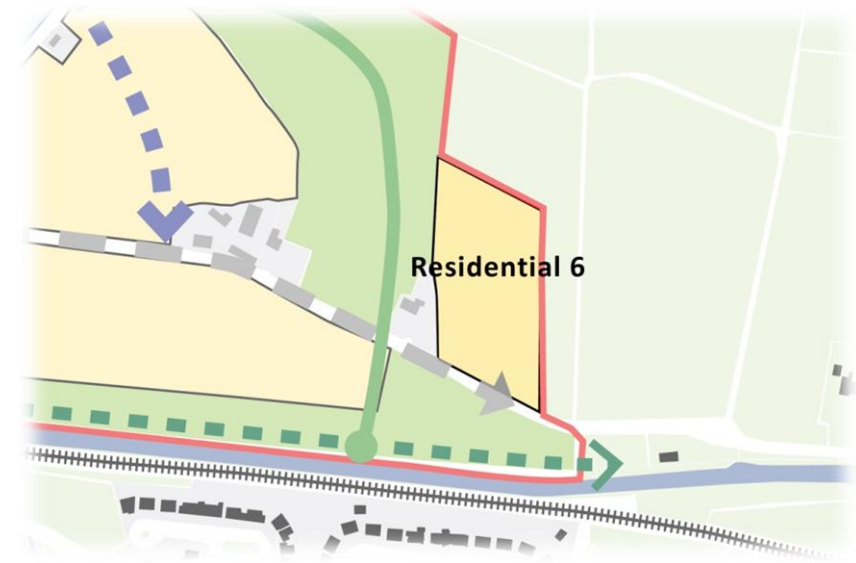


Figure 16 - Residential Area 6

2.1.6.3 The Community Hub Character Area (CH)

CH1: The southern section of the proposed new Community Hub character area shall provide for the following mix of uses:

- A minor extension to the existing cemetery to the south and west c. 1 acre;
- A new car parking area;
- A civic/community building within lands to the immediate east of the existing cemetery;
- A primary school adjoining the civic/community building on lands to the eastern extremities of the site; and
- '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.

The provision of dual usage facilities between the proposed school, civic/community building and adjoining cemetery requirements for car parking shall form a key design element for this area. Proximity to the proposed active open space lands to the north west also offers opportunities for dual usage of facilities.

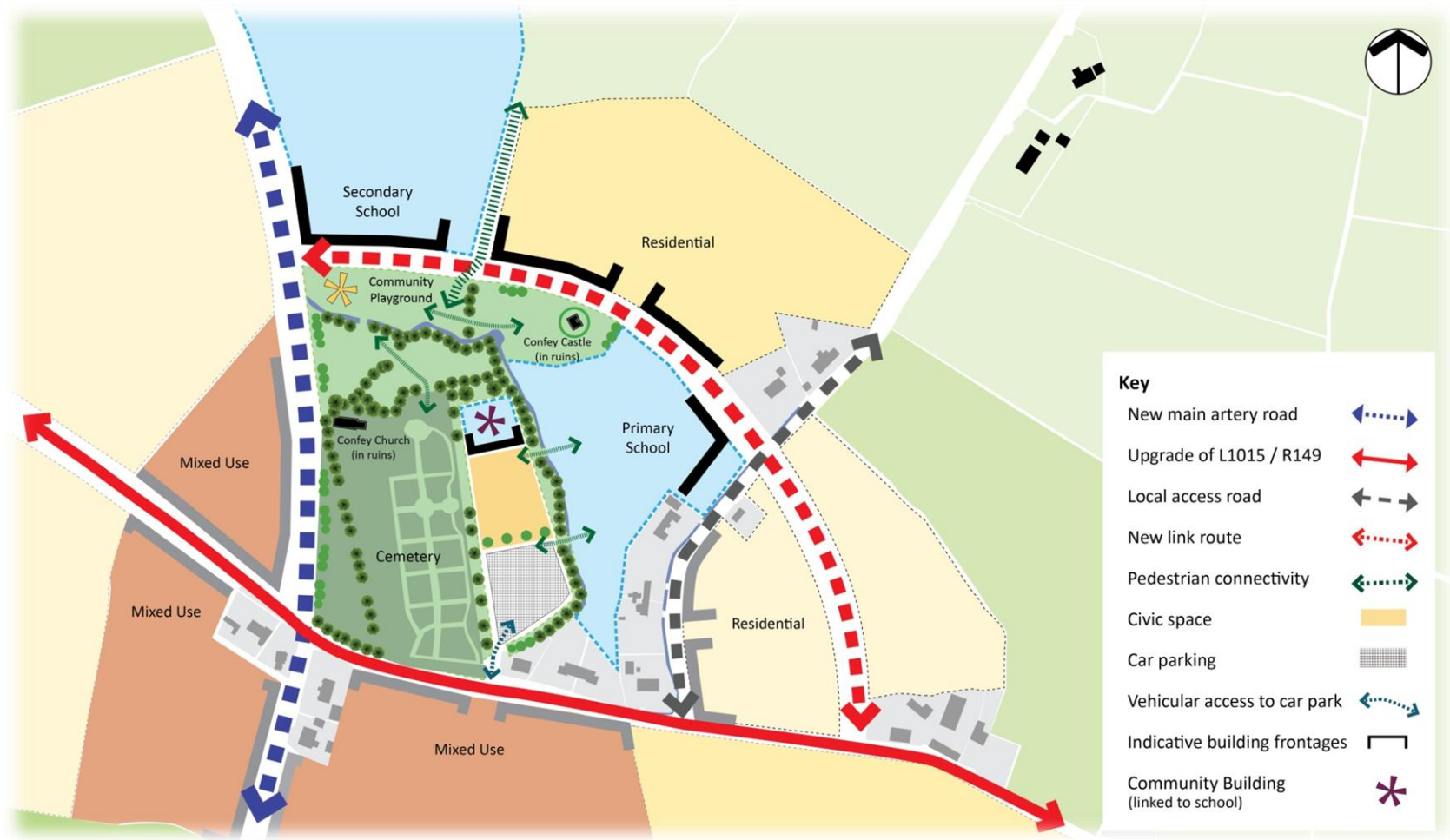


Figure 17 - Community Hub Character Area 1 AND 2 (MAP TO BE UPDATED)

CH2: North of the CH1 lands and the proposed new link road, this character area shall be reserved for a new Post Primary school. The design and orientation of the proposed new school 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.

2.1.6.4 Open Space and Amenity Character Areas (OS)

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 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 new sports and recreational facilities on a site area of c. 7ha.

2.1.6.5 Frontages

As set out above, key routes within the proposed layouts of Character Areas will be required to be addressed by building frontages and active spaces.

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 as envisaged within Mixed Use Character Areas 1 and 2 and should form part of any design proposals for the Framework lands. Such measures will aid in way finding, whilst also providing passive surveillance and security for residents.



Figure 18 – Building Frontages (source Urban Design Compendium)

2.1.6.6 Safety and Security

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 Authorities, National Cycle Manual (June 2011) along with other national and local design guidance.

2.1.6.7 Movement and Access Strategy

The over-arching concept for the development of the Confey lands is to create a neighbourhood which maximises the use of sustainable modes of transport. Such measures will be achieved through the development of a new street along the R149 which will facilitate through traffic but in a pedestrian/cycle friendly manner ensuring ease of access to Confey Railway Station and the Royal Canal Greenway. Alongside the new street, the central community hub will act as focal point and intersection for all pedestrian/cycle and traffic movements within the overall framework area. All lands proposed for development are located within c. 800m radius of Confey Railway Station.

In order to deliver the 'Movement and Access Strategy' the following works are required:

- The replacement of Cope Bridge to facilitate the DART Expansion Programme and connectivity to/from Captains Hill to the framework lands;
- 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;
- 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;



Figure 19 – Passive Surveillance Creating Safety and Security



Figure 20 - Movement and Access

- 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;
- Upgrades to the R149 north of the railway line re-defining this area as a street (MU3);
- Connections from the new street to backlands particularly the proposed new car park which will provide for a dual usage accommodating retail needs with limited capacity for commuter trip movements;
- The provision of a new arterial route along a c. 800m circumference from Confey Railway Station connecting the L1015 at Mount Thunder the L5051 and the R149 via an upgraded layout for the L5052; and
- Local link connections to and through identified development lands connecting the outer c. 800m orbital route to the inner 400m radius routes.

The overall framework layout will ensure that all future residents 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 Framework lands will be undertaken by public transport.

The proposed new street will be designed in a manner which appears narrow through the use of surface materials, islands, landscaping and street furniture. In this regard, the streets within the framework lands area will have adequate vehicular capacity but should have a more high degree of pleasant urban pedestrian character.

The principle streets will connect to a network of secondary roads and streets leading to different residential areas within Confey and the wider Leixlip Area.

2.1.6.8 Parking Concept:

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. 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’ prepared by the Dublin Cycling Campaign 2017 should be used a reference guide in providing such infrastructure within the Framework 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.

The size and scale of a new local Park and Ride facility in close proximity to the rail station should recognise that the new neighbourhood is intended to be highly accessible for pedestrian and cyclists. This facility will be accessed to the east of the plan area reducing traffic movements through the new street layout.

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, 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 2017-2023.

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.



Figure 21 – Parking Provision

3. PHASING & SEQUENCE OF DEVELOPMENT

3.1 THE DRAFT URBAN DESIGN FRAMEWORK PHASING REQUIREMENTS

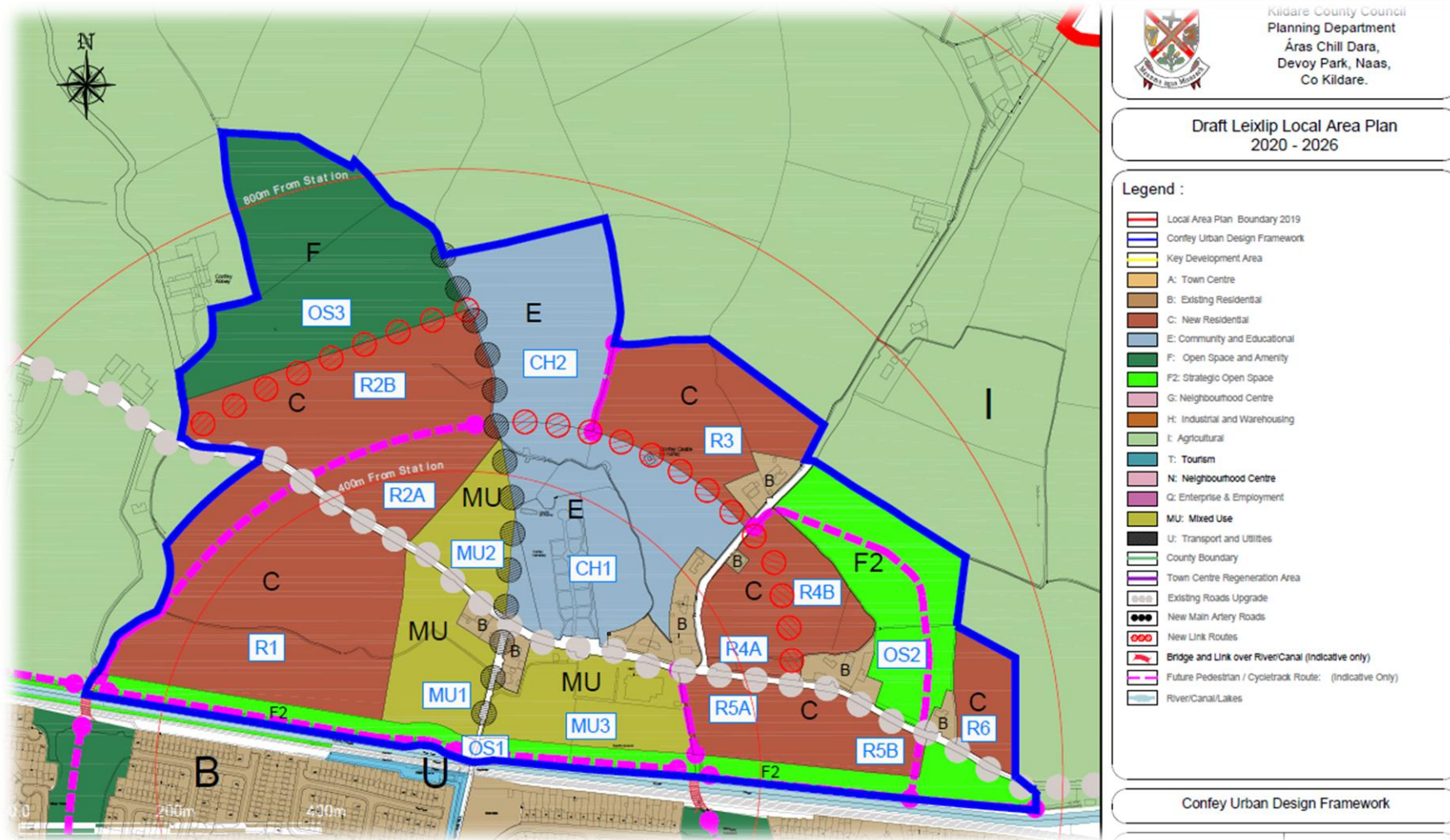


Figure 22 - The Urban Design Framework Phasing Map

3.2 PHASING/SEQUENCE OF DEVELOPMENT FOR THE CONFHEY URBAN DESIGN FRAMEWORK

3.2.1 PHASE 1:

MU1, R1 and Part of OS1 – Total Housing Unit Provision; 536 units. Phase 2 cannot commence development until the **following** infrastructure has been completed and is, where appropriate, operational.

- i. Upgrade the L1015 local road including widening, footpath and cycle route
- ii. Dedicated pedestrian/cycle route extending north west from the Royal Canal Greenway through R1 lands
- iii. New street layout and landscaping along the extent of MU Character Area 1 including the replacement of Cope Bridge. The upgrade/replacement of Cope Bridge shall be subject to detailed design and shall be designed in a manner that acts as an extension to the proposed street design envisaged for MU1, MU2 and MU3 lands. In this regard the new bridge shall provide for a focus on pedestrian/cycle/public transport movements over car based movements.
- iv. The provision of a new linear landscaped parkland space adjoining the northern boundary of the Royal Canal and along the southern boundaries of MU1/R1 and MU3 lands.
- v. A new pedestrian crossing over the Royal Canal Greenway and railway line connecting to the existing open space area at Riverforest Park.

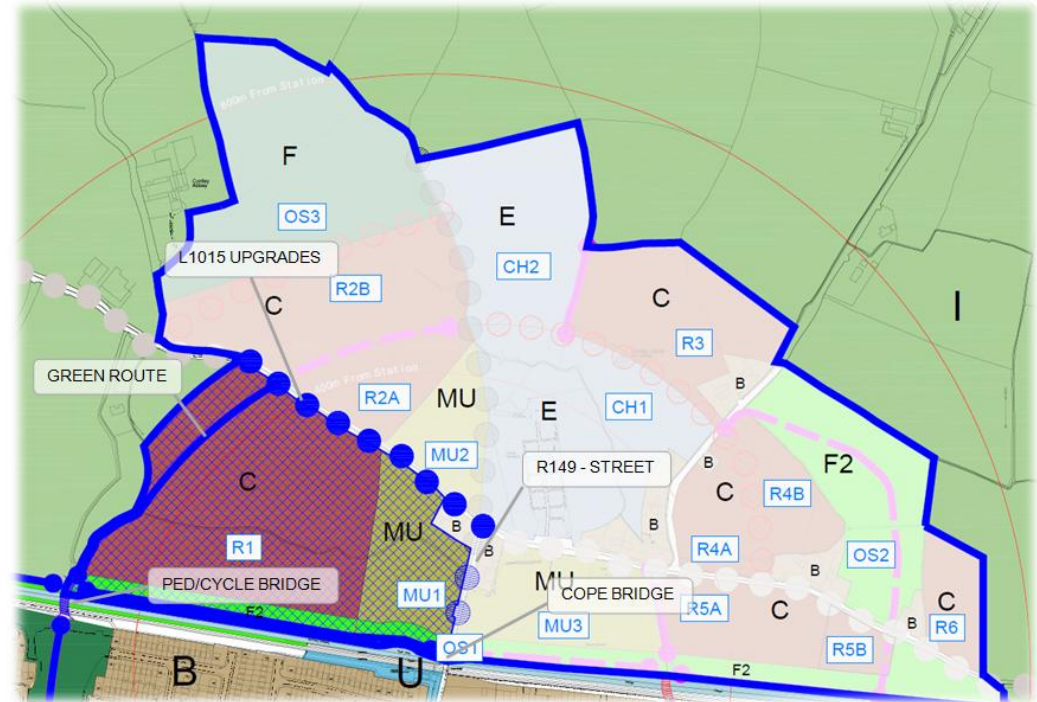


Figure 23 - Phase 1

3.2.2 PHASE 2:

MU2, Residential Character Areas R2A and R5A, OS1 and OS3 – Total Housing Unit Provision; 295 units. Phase 3 cannot commence development until the **following** infrastructure has been completed and is, where appropriate, operational

- i. The completion of the dedicated pedestrian/cycle route extending north from the Royal Canal Greenway
- ii. The extension of a new street/access road north of the R149 extending east along Character Areas MU2 and R2 as far as the proposed Open Space and Amenity lands to the north west.
- iii. The provision of a new linear landscaped parkland space adjoining the Royal Canal along the southern boundaries of R5A lands
- iv. A new pedestrian/cycle route extending from the new parkland to the R149.
- v. Lands to be reserved for a new civic space/community building and car parking area to immediately east of the existing Cemetery with lands to the west of the cemetery adjoining the new northern street/access road providing a minor extension to the existing cemetery within CH1 lands.
- vi. A new pedestrian crossing over the Royal Canal Greenway and railway line connecting to the existing open space area at Glendale Meadows.
- vii. The laying out, drainage and ancillary works required to facilitate playing fields on the Open Space and Amenity Lands located to the north west.

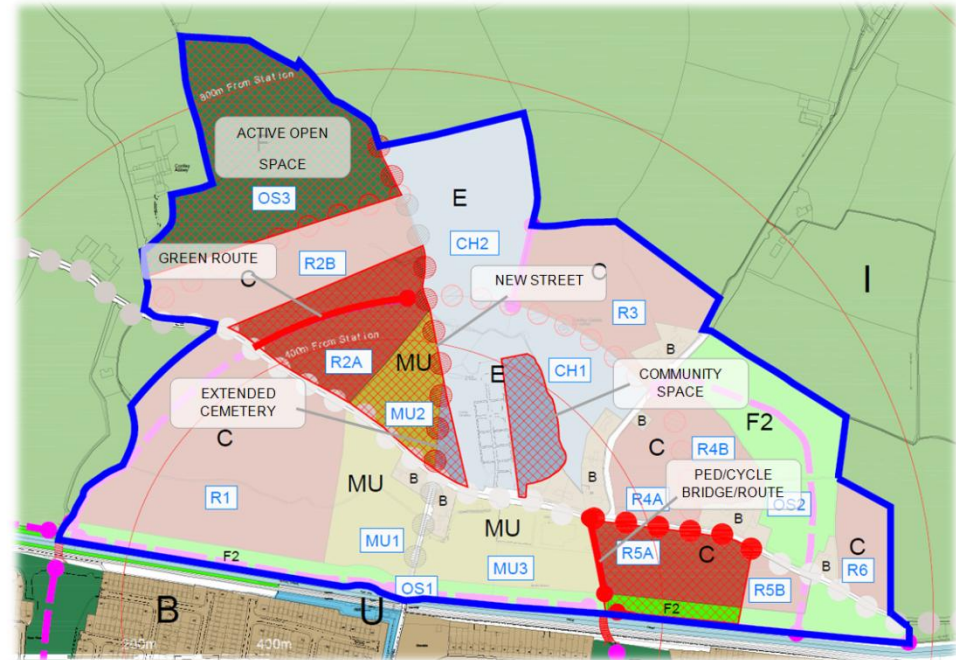


Figure 24 - Phase 2

3.2.3 PHASE 3:

R2B, MU3, CH1 and OS1 – Total Unit provision 180 units. Phase 4 cannot commence development until the **following** infrastructure has been completed and is, where appropriate, operational.

- i. A new link road extending across the northern boundary of the R2 lands connecting the new northern street/access road to the L5051/L1015
- ii. A new link road extending across the southern boundary of R3 lands
- iii. The reservation of lands and provision of access arrangements within CH1 lands for the development of a new Primary School.
- iv. The reservation of lands for the provision of active play and amenity spaces north of the existing cemetery and adjoining the ruins of Leixlip Castle.
- v. Upon agreement the redevelopment of Confey GAA lands to facilitate the eastern portion of the new street layout along the R149

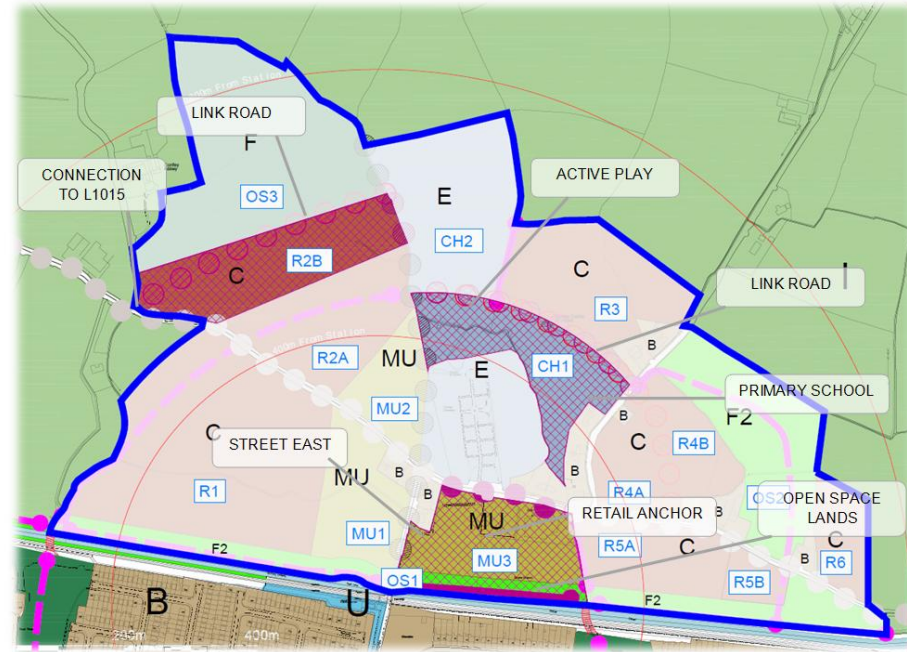


Figure 25 - Phase 3

3.2.4 PHASE 4:

R3, R4A, R4B, CH2 and OS2 – Total Unit provision 263 Units.
Phase 5 cannot commence until the following infrastructure has been completed and is, where appropriate, operational.

- vi. A new link road connecting the proposed northern street/access road to the L5052 and through R4 lands onto the R149.
- vii. The reservation of lands and provision of access arrangements within CH2 lands for the provision of a new Post Primary school.
- viii. The provision, landscaping and development of a new parklands area to the north east of the plan area adjoining R4 and R6 lands.

3.2.5 PHASE 5:

R5B, R6, OS1 – Total Unit provision 66 units.

- i. Upgrades along the extent of the R149 lands and along the northern and southern boundaries of the subject lands shall be carried out prior to the commencement of any works within phase 5.
- ii. The provision of a new linear parkland space adjoining the Royal Canal to the south of R5B lands (OS1) and enhancement of lands south of R6 lands (lands forming part of the pNHA) shall be completed once 50% of this phase has been completed.

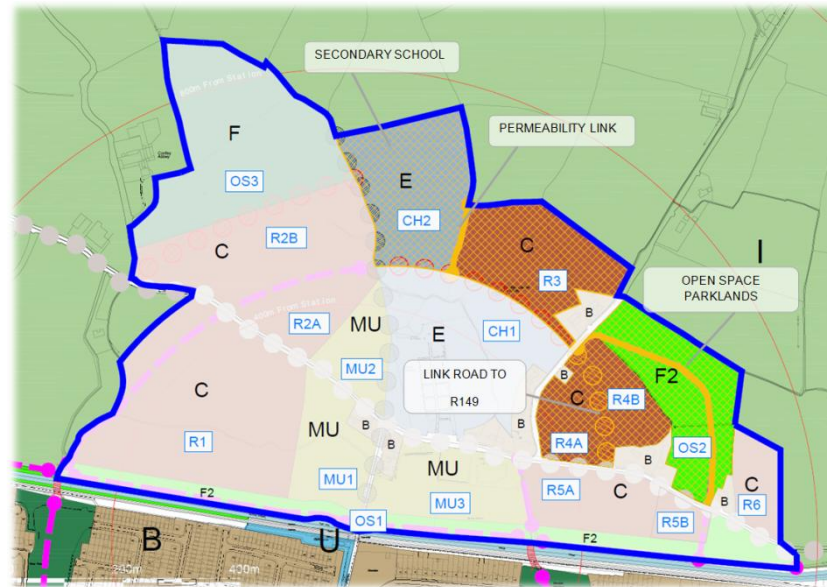


Figure 26 - Phase 4

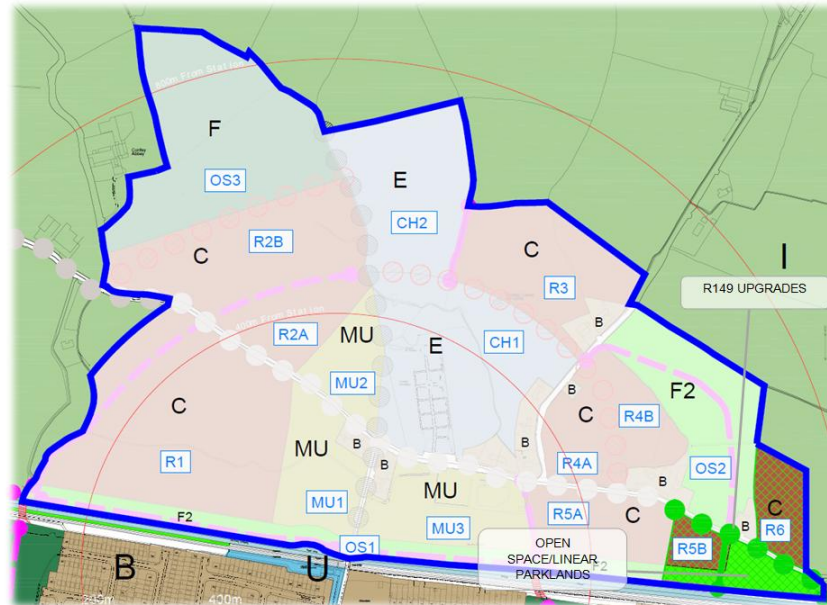


Figure 27 - Phase 5

4. SUMMARY

This Urban Design Framework has been structured in order to provide a logical, clear and comprehensible document which demonstrates and provides the background to the land use and design methodology for the UDF lands. Each section, including the addendum contributes to the development of the concept for the future development of the subject lands in a manner which is capable of achieving the overall future development vision for the Confey area.

The addendum sets out details in relation to the strategic and local context of the UDF lands alongside a description of the physical attributes associated with the area including a land description, transport connections, infrastructure, flood risk, landscape and built and natural heritage. This then provides the baseline from which the design principles for the development of the UDF lands and an overall concept design where formed.

Such principles then inform the development of the 'Urban Design Framework' which further expands on the background analysis and details how identified key attributes should be integrated into the future development of the UDF lands in a manner which is consistent with the design principles.

A Phasing and Sequencing programme is then provided to set out the phasing requirements in order to ensure the development of the UDF lands are carried out in an incremental manner with new transport infrastructure, services and community facilities being provided in tandem with appropriate levels of new residential development.

ADDENDUM

CONTEXT AND BACKGROUND ANALYSIS

A. Strategic Context

Strategically located within the Dublin Metropolitan Area, and adjoining Confey train 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 maximising the use of sustainable transport modes.

The Confey lands comprise of circa 60 ha, the majority of which is in agricultural use with single rural housing, Confey GAA and Confey Cemetery making up the remainder of the framework lands. Key to achieving the delivery of a new neighbourhood in a coherent and sustainable manner is the timely delivery of critical supporting infrastructure. Accordingly, the approach for the development of the Confey Urban Design Framework is to phase development in a manner which seeks to front load critical infrastructure in the early stages of development.

This approach has been informed by a number of key studies for the entire Local Area Plan which include a; Strategic Transport Assessment (STA), Sustainable Planning and Infrastructural Assessment (SPIA), Social Infrastructure Audit (SIA), Strategic Environmental Assessment (SEA), Habitats Directive Assessment, Natura Impact Assessment and a Strategic Flood Risk Assessment (SFRA).

B. Local Context

The Confey UDF 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 are 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 UDF 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.

C. Land Ownership

The majority of land in the area is in private ownership, with the exception of Confey cemetery which is in the ownership of Kildare County Council;

- Confey GAA are located centrally within the subject lands;
- A number of individual dwellings make up further pockets of land within the Framework boundary, and;
- Two significant landholdings make up the remainder of the area.

D. Land Description and Topography

The lands comprise of mainly flat 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 Framework 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.



Figure A - Confey Landownership Blocks

E. Transport Infrastructure and Connectivity

Pedestrian and Cycle Accessibility

The lands at Confey are currently poorly served by pedestrian and cycle links with limited connectivity between the lands and the existing built area of Leixlip. While the Royal Canal Greenway offers a significant opportunity to improve pedestrian and cycle connectivity, new infrastructure is required to improve the overall accessibility of the area.

Public Transport

As detailed earlier Confey is served by the existing railway station with a second station at Louisa Bridge situated c. 1.8km to the south west adjoining the Royal Canal Greenway. Both stations are served by the 'Arrow' commuter railway service provided by Iarnród Éireann. The DART expansion programme includes the electrification of part of the Dublin-Sligo railway line from Connolly Station to Maynooth, together with the removal of level crossings and re-signalling. This will provide opportunities for significant improvement of the rail service to Confey Station.

Road Network

The Framework lands adjoin the existing developed area of Leixlip and are located 15km from Dublin City Centre. Vehicular connections from the UDF lands at Confey are restricted with the most direct access to Leixlip (the R149) limited to a one way signalised crossing at Cope Bridge.

An alternative western route to the M4 is provided via the L1015 and Kellystown Lane (L1014) to the west which comprises of a local country road leading to a single carriageway bridge over the Rye Water River connecting onto the R148 west of the Intel campus. To the east the R149 provides connections to Lucan Village via a local road to the south east while the R149 continues north east towards Barnhill, Hansfield, Ongar, Clonee and the M3.

Existing residential areas to the north of the town are located east and west of Captain's Hill and the R149 with existing residents living in these areas required to access the wider road network through the town centre or across Cope Bridge leading to congestion at these pinch points during peak times.

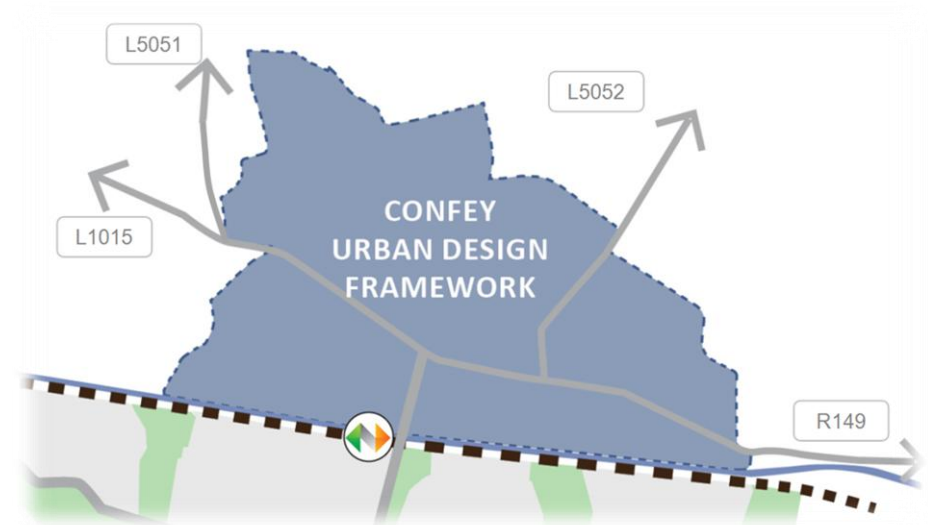


Figure B - Confey Road Network

In order to service the Framework lands at Confey the importance of accessibility to the strategic road network (i.e. the M4 and M3) for existing major industrial/employment generating facilities in Leixlip and for those already living in the town cannot be underestimated. The Local Area Plan (LAP) and Urban Design Framework (UDF) must work simultaneously in order to improve access to this new development area and the wider Leixlip area as part of the future development of the strategic road network for the entire area.

In this regard the future development of the Confey lands is informed by a Strategic Transport Assessment (STA) which has been carried out for the overall plan area. This assessment identifies a number of key infrastructural outputs which will be required in order to facilitate the phased development of the framework lands.

F. Existing Infrastructure

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 Framework lands.

The framework for the future development of the Confey lands must take into consideration existing infrastructure and wayleaves required for future development along these lands.

G. Flooding

To the east of Confey historical flooding has been identified where the Síleacháin Stream previously burst its banks. The Catchment Flood Risk Assessment Management (CFRAM) flood zones in this area highlighted lands in Allenswood which are at risk of flooding (refer to Figure XX).

In regard to Pluvial Flooding the Preliminary Flood Risk Assessment (PFRA) mapping does not highlight significant pluvial extents in this area. In regard to climate change relative to Flood Zone A, there is an increase in Flood Zone B on the eastern side of the Síleacháin Stream in Allenswood¹.



Figure C - Flood Mapping

¹ Climate Change is expected to increase flood risk. It could lead to more frequent flooding and increase the depth and extent of flooding. Applying a climate change factor as per CFRAM Mapping indicates that the risk of flood zone B increases on the eastern side of the Síleacháin Stream at Allenswood.

H. Built Heritage

Confey Church and Confey Castle are located within the UDF 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.

I. Landscape

The lands at Confey are generally rural in character and relatively flat. The lands fall within the Northern Lowlands which are described in the Kildare County Development Plan (CDP) 2017-2023 as a Class 1, Low Sensitivity Landscape (refer to table 14.1 of the Kildare County Development Plan 2017-2023) with the capacity to generally accommodate a wide range of uses without significant adverse effects on the appearance or character of the area. The subject lands are also indicated as having a high compatibility for Urban Expansion and Housing (refer to table 14.3 of the Kildare County Development Plan 2017-2023).



Figure D - Built Heritage

Table 14.10 of the CDP identifies that views to and from all bridges on the Royal Canal including the views from Cope Bridge are protected. While the redevelopment of Cope Bridge will be required as part of the DART Expansion programme the future development of the UDF lands will be required to ensure views east and west along the Royal Canal are maintained. Development within the UDF lands will also be required to be carried out in a sensitive manner facilitating through views to the north from the redeveloped bridge.

J. Green Infrastructure

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.

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 areas are considered to be the most important or 'Key' Green Infrastructure areas (as well as their associated habitats). They allow movement of both aquatic and terrestrial flora and fauna across the Confey area. The expansive network of hedgerows and treelines, as well as numerous patches of scrub, are all essential habitats that form part of the Green Infrastructure of the Confey lands.

K. 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 UDF 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 mature trees which offer habitat connectivity; and
- TN13 Derelict Cottage and Farm Buildings: This area offers a number of suitable buildings for roosting bats.

² Leixlip Habitat Mapping and Green Infrastructure Mapping – June 2015 – Kildare County Council (prepared by Scott Cawley).

L. Summary of Key Features/Opportunities

OPPORTUNITIES

- 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 existing urban area of Leixlip to the south.
- The opportunity to integrate existing natural habitats and infrastructure features in a manner which connects green and blue assets³.
- 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.



Figure E - Key Features/Opportunities

³ Green Infrastructure – A network of green spaces that help conserve natural ecosystems while blue assets - elements linked to water such as ponds and pond systems, channels, artificial buffer basins or water courses. Together they form the green-blue infrastructure.