

04. CONFHEY MASTERPLAN

Extracts from The Confey Masterplan document as 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 site is outlined on this plan

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



Figure 53; Indicative Confey Masterplan

04. CONFHEY MASTERPLAN

These diagrams pertain to Region 5 of the Masterplan relevant to this proposal.

The developable area of 2.93 hectares is designated for the construction of 140 residential units, with a planned density of 35-50 units per hectare.

The proposed design aligns with the principles outlined in the Masterplan, which are further detailed in the subsequent sections of this document.

These illustrations are excerpts from the Confey Masterplan, prepared by Metropolitan Workshop in collaboration with John Spain Associates and ARUP, as part of the report submitted to Kildare County Council regarding the lands at Confey, Leixlip.



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

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)

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

05. DESIGN STRATEGY & PRINCIPLES

DESIGN STRATEGY

1. The Boulevard
2. The Urban Quarter
3. Linear Park

These three locations will be highlighted for the physical inter-connection of several paths that inform our decision to designate them as the primary hierarchal zones. They will act as anchor points within our development to provide a certain concentration of activities, the physical characteristics of which present a strong hierarchal and urban edge form. The Landmark building will highlight this important junction where the community space and possible local retail unit will adjoin the public open space. Other elements such as public seating, an information kiosk and a bicycle sharing station will further animate the space. Emphasise a strong urban corridor along the R149 Road with 3 storey duplexes.

Sketch Layout Design with links and connections to existing urban fabric. The design will propose pedestrian / green and vehicular links to increase the permeability of both the proposed new neighbourhoods. The new development will deliver a neighbourhood of approximately 140 dwellings clustered between the two bookend apartment blocks along the R149 and the Royal Canal Linear Park.

DMURS

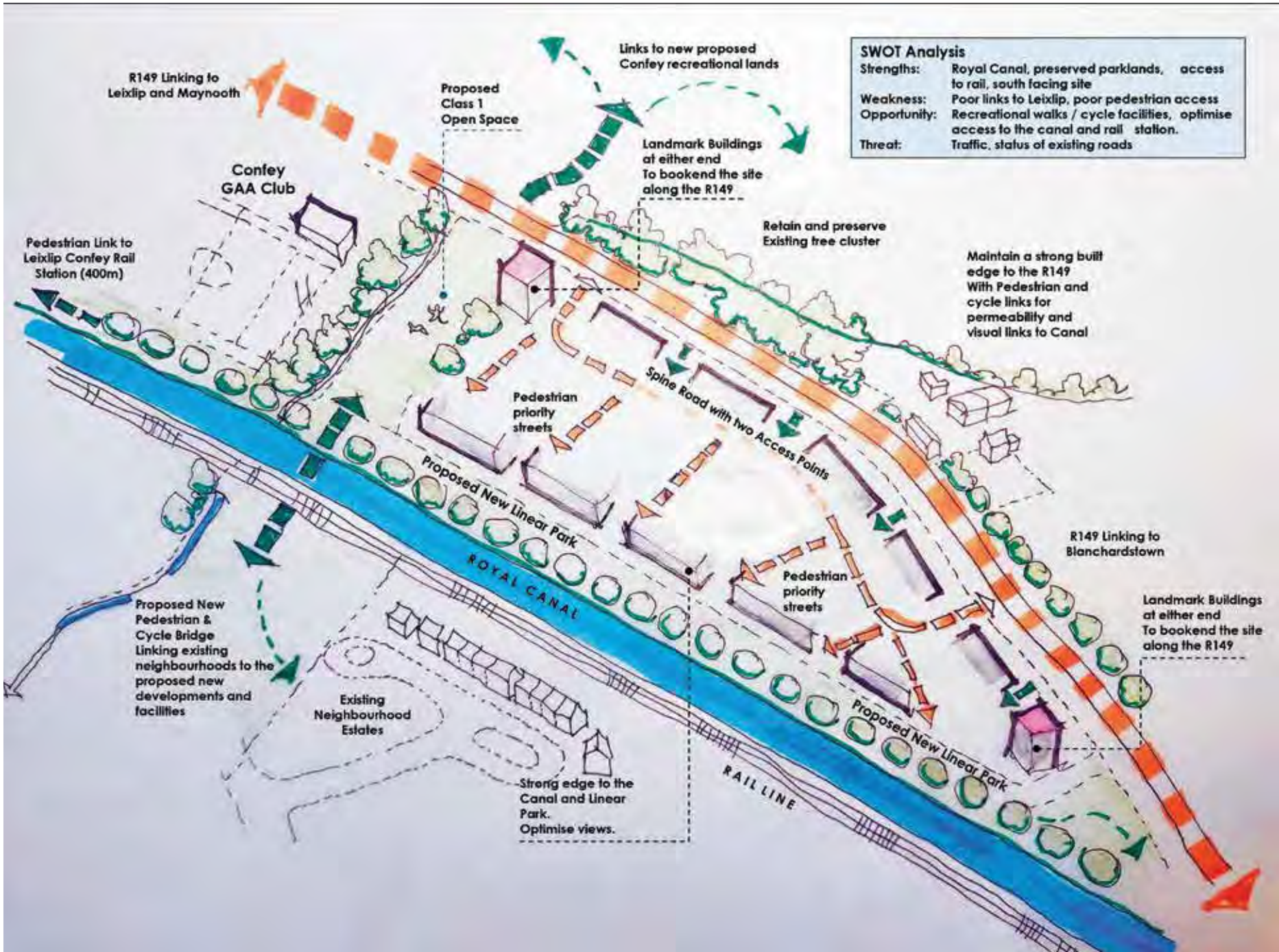
The development of 125 residential units in Phase 1 and some related commercial and community uses at this site north of Leixlip is required to be compliant with the Design Manual for Urban Roads & Streets (DMURS). The aim is to promote better street design and to achieve a better balance between all form of transport be it pedestrian, cyclist and motorist. This can be achieved through lowering traffic speeds, reducing car use and creating “a built environment that promotes healthy life-styles and responds more sympathetically to the distinctive nature of individual communities and places”.

Enclosure

A sense of enclosure spatially defines streets and creates a more intimate and supervised environment. A sense of enclosure is achieved by orientating buildings toward the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure.

Active Edge

An active frontage enlivens the edge of the street creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings that ensure the street is overlooked and generate pedestrian activity as people come and go from buildings.



Pedestrian Activity/Facilities

The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian's feeling of security and well-being. Good pedestrian facilities (such as wide footpaths and well designed crossings) also make walking a more convenient and pleasurable experience that will further encourage pedestrian activity.

2.2.1 'Place' as Part of the Design Equation
Design Manual for Urban Roads and Streets

05. DESIGN STRATEGY & PRINCIPLES

The following design principles align with the headings and guidelines established in the Urban Design Manual: A Best Practice Guide, published in 2009 by the Department of Environment, Heritage, and Local Government.

INCLUSIVITY

How easily can people use / access the development?

Pedestrian access and linkages into the site are provided with gateways and open space punctuating the scheme providing inviting open access into the heart of the scheme.

Pedestrian access is further enhanced within the development with “pedestrian priority” given to the shared spaces with restricted vehicular access.

The proposed development will provide a range of unit type from 1 bed to 4-bedroom units.

The dwellings are to be designed to allow for adaptability and ease of conversion into the attic spaces and gardens.

Apartments, Duplexes, Terraced, and Semi-Detached Units will provide for a range of people and households from different background and will help to create a balanced sustainable community.

Single storey ground floor units are provided to cater for those who are physically challenged.

Design and layout enable easy access by all.

Most of the dwellings overlook the schemes open spaces or neighbouring recreational lands.

There is a mix of defined and natural open spaces.

The scheme provides an inviting aspect to the site and avoids physical and visual barriers with attractive boundary treatments and passive monitoring.

VARIETY

How does the development promote a mix of activities?

Variety in the development is provided through a range of design proposals in both the built environment and in the landscaping layout.

In the built environment, there are 6 No. different dwelling types in a two, three, four and five storey format, providing 1, 2, 3 and 4 bed options.

The proposal consists of 140 residential units consisting of 8 one bed units, 40 two bed units, 39 three bed units and 53 four bed units.

The building form is simple and robust, with variations in the facades with some selected brick detailing and modelling of the positioning of front porches, bays and dormer type windows to the front and the rear. The building edges alternate between front gardens, street edges and defensible boundaries opening onto shared community spaces, creating a rich mix.

The landscaped elements are divided between hard landscaping and soft ‘green areas’.

A further layer of street furniture and street trees will refine this setting.

The mix of house types and orientation to allow for an interesting and broken elevational treatment eliminating any stretches of blank garden walls.

Passive security is designed to provide total surveillance.

The proposal consists of around 140 residential units consisting of:



DISTINCTIVENESS

How do the proposals create a sense of place?

The scheme promotes the principles of DMURS- Design Manual for Urban Roads and Streets.

This balance of road planning, public space and site layout will provide an inviting and enticing setting for a new community.

The proposal will provide a positive addition to the Confey neighbourhood retaining a lot of the existing natural features whilst utilising the existing landform, ecological and water features.

The layout makes the most of the existing landscape, topography and flora to create a sensitive and memorable layout.

The materials used will reflect the existing developments in the neighbouring environment.

EFFICIENCY

How does the development make appropriate use of resources, including land?

The housing clusters are tightly grouped and concentrated in several blocks with ease of access to all services along the proposed road network.

The main open spaces provide large landscaped areas accessible to all. The car parking is a mix of On-Curtilage and On Street / Shared.

The proposal delivers a net density of around 47.75 units per Ha. The landscaped areas are designed to provide amenity and promote biodiversity.

Buildings, gardens and public spaces are laid out to exploit the best solar orientation.

05. DESIGN STRATEGY & PRINCIPLES

LAYOUT

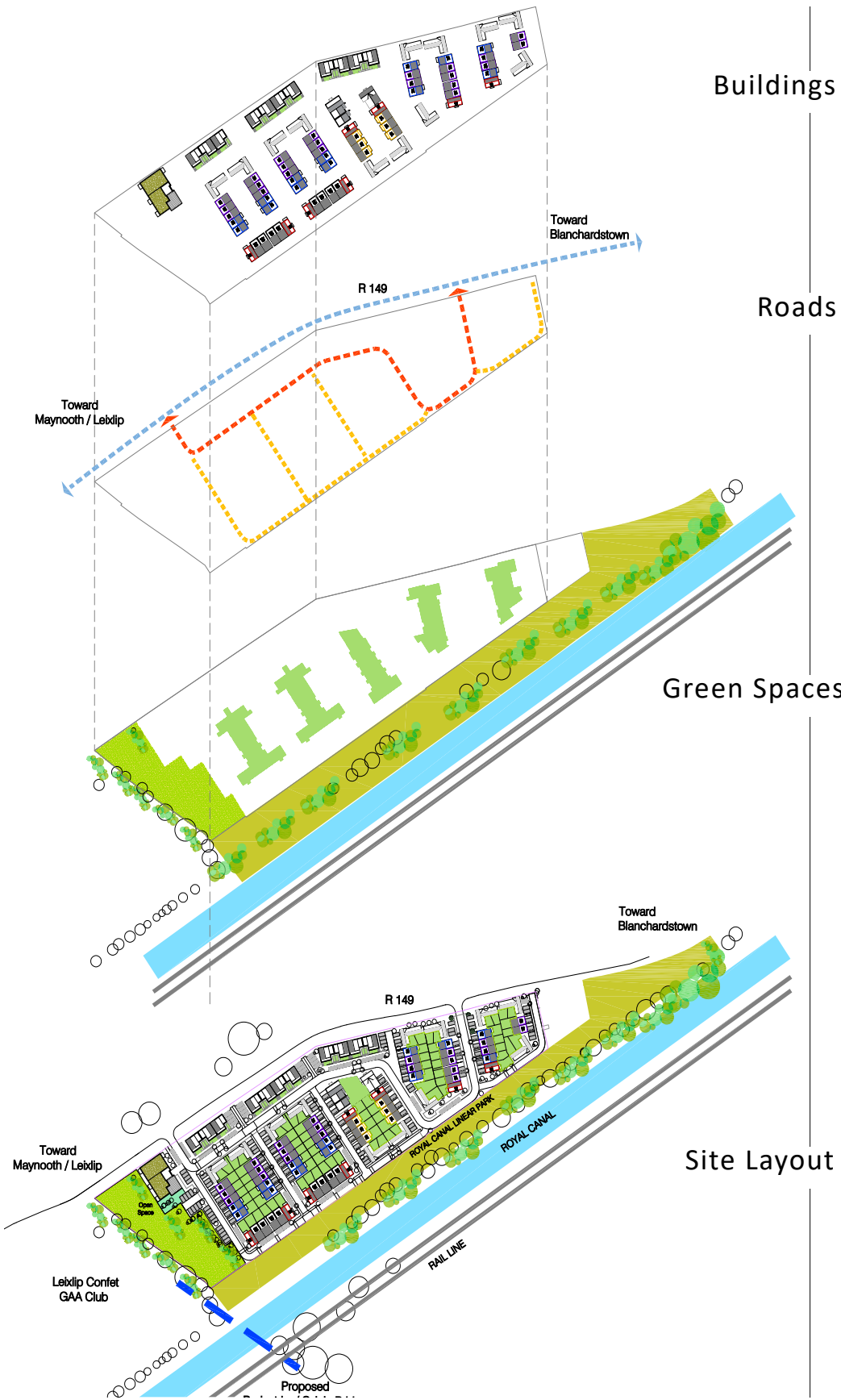
How does the proposal create people-friendly streets and spaces?

The layout seeks to provide a distinctive hierarchy of streets, spaces and landscapes. This will be provided within an integrated and permeable structure of streets, paths and cycleways. The routes are legible and animated with active frontages and front doors directly serving the street. The street hierarchy will ensure priority pedestrians, cyclists and public transport. Traffic speeds are controlled by design and layout. The nature of the proposed internal road network is the principle element that enhances the setting for this development. As it allows for the promotion of the public realm over that of vehicular access. There is a mix of house types that provide a balance of accommodation in a variety of formats. Some houses have front gardens but many open directly onto shared public landscaped spaces. Each residential street / space will have it's own distinctive character. These units will have a 'defensible boundary' of planted landscape or building canopy that will define the front boundary of the house. These shared / semiprivate spaces will be a mix of hard and soft landscaping with strategically located planting.

PUBLIC REALM

How safe, secure and enjoyable are the public areas?

The development will provide a new linear canal park that will extend eastwards and westwards linking to the Leixlip Confey Train Station. A new pedestrian bridge is proposed from the southside of the Royal Canal linking through our open space to the proposed Confey lands to the north. The public spaces within the development are all interlinked or overlapped, and car access is relegated in favour of pedestrian priority zones. The main open spaces are overlooked by surrounding dwellings providing a safe amenity for children and adults alike. The layout seeks to maximise the views from within the houses over the public spaces to provide passive supervision. The Roads and parking areas are also an integral landscaped element of the public realm.



ADAPTABILITY

How will the buildings cope with change?

Some of the residential housing units can be extended to the rear and into the roof without compromising the character of the types, layout and outdoor space allowing the creations of annexe / office / living accommodation. Through the variety of house types provided on the site the development will cater for all housing needs.

PRIVACY / AMENITY

How do the buildings provide a decent standard of amenity?

Each house will have access to the minimum standards for private open space as defined in the new planning guidelines. Private amenity open space and communal space for the duplexes and apartments will be provided as per the standards required. These will compliment a pedestrian priority scheme that promotes the quality of the external recreational environment. The location of the site within the setting of retained mature trees, the canal bank linear park and neighbouring recreational spaces will further enhance this setting.

CAR PARKING

How will the parking be secure and attractive?

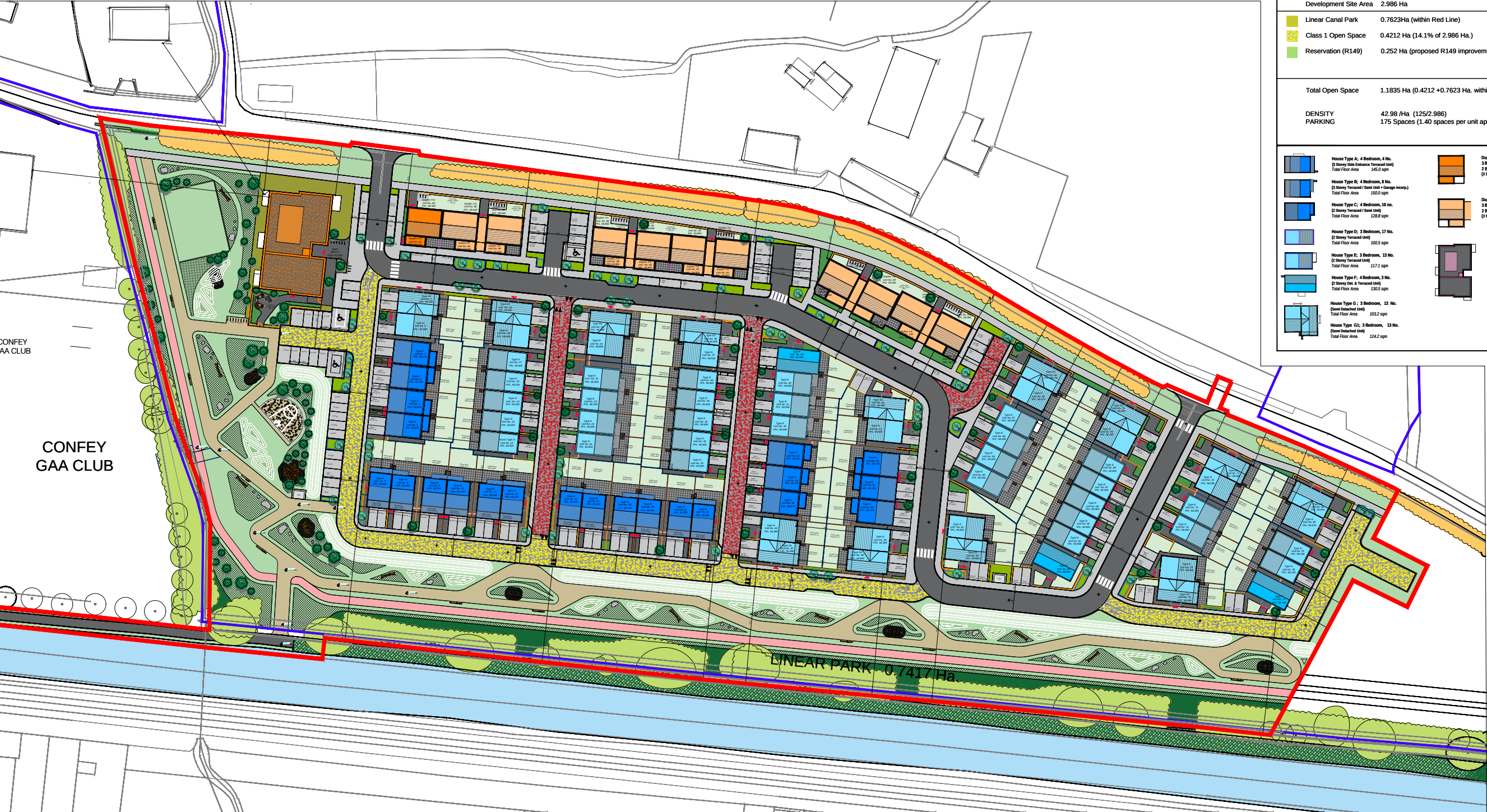
Car spaces will be provided in the development on curtilage, on street and shared. All car parking is directly proximate to each dwelling and overlooked. Bicycle storage is on curtilage for the units with access to rear gardens and the apartments. There will also be covered shelters provided for bicycles and visitors.

DETAILED DESIGN

How well thought is the building and landscape design?

Each dwelling will be designed for its location on the site. Issues of building access and orientation inform the internal plan arrangement of each residential unit. There are three residential unit types to cater for each of their local site variations. These are the house, the duplex, and the apartment. These will provide one-, two-, three- and four-bedroom units. The materials and external design make reference to the local environment. The landscape design facilitates the use of the existing canal, vegetation, and flora in the design of the public spaces. Design of the public spaces will facilitate easy and regular maintenance. Open car parking areas are considered as an integral element within the public realm design and are treated accordingly.

06. SITE LAYOUT

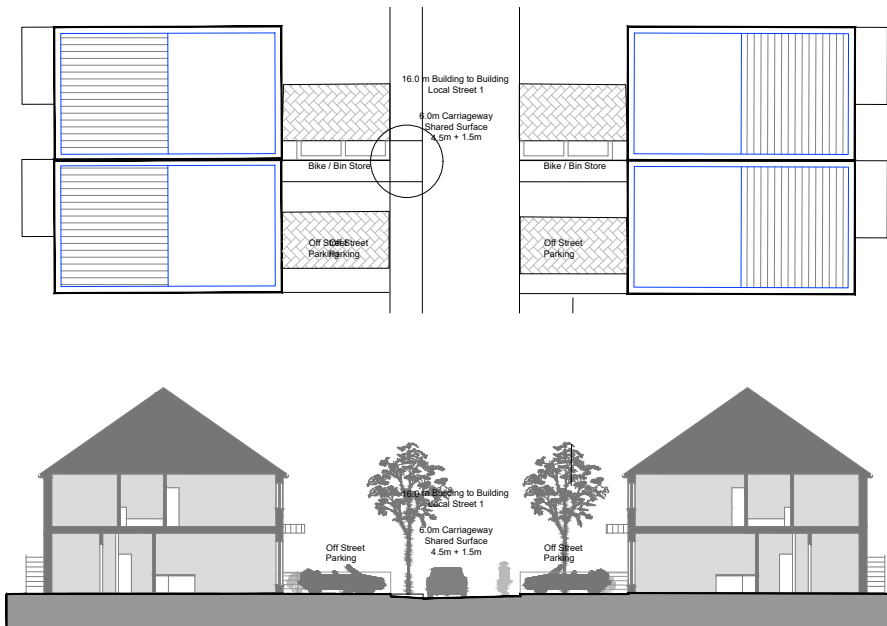


SCHEDULE OF ACCOMMODATION				
3 Bed House	56	1 Bed Units	5	4%
4 Bed House	25	2 Bed Units	28	22.5%
Duplex 3 bed unit	11	3 Bed Units	67	53.5%
2 bed unit	11	4 Bed Units	25	20%
Apartment 1 Bed	5	Total	125	100%
2 Bed	17			
Total	125			
Total Site (Red Line)	4.260 Ha.			
Development Site Area	2.986 Ha			
Linear Canal Park	0.7623Ha (within Red Line)			
Class 1 Open Space	0.4212 Ha (14.1% of 2.986 Ha.)			
Reservation (R149)	0.252 Ha (proposed R149 improvements)			
Total Open Space	1.1835 Ha (0.4212 + 0.7623 Ha. within Red Line Boundary)			
DENSITY	42.98 /Ha (125/2.986)			
PARKING	175 Spaces (1.40 spaces per unit approx.)			
House Type A: 4 Bedroom, 4 No. (5 Storey Side Entrance Terraced Unit) Total Floor Area 145.0 sqm House Type B: 4 Bedroom, 8 No. (3 Storey Terraced / Semi Unit + Storage Inceps) Total Floor Area 150.0 sqm House Type C: 4 Bedroom, 10 No. (5 Storey Terraced / Semi Unit) Total Floor Area 126.8 sqm House Type D: 3 Bedroom, 17 No. (2 Storey Terraced Unit) Total Floor Area 100.5 sqm House Type E: 3 Bedroom, 13 No. (2 Storey Terraced Unit) Total Floor Area 117.1 sqm House Type F: 4 Bedroom, 3 No. (5 Storey Det. & Terraced Unit) Total Floor Area 230.5 sqm House Type G: 3 Bedroom, 13 No. (Semi Detached Unit) Total Floor Area 103.2 sqm House Type G2: 3 Bedroom, 13 No. (Semi Detached Unit) Total Floor Area 124.2 sqm Duplex 1: 3 No. 3 Bedroom Unit 2 Bedroom Unit (2 Storey Dual Aspect) 140.0 sqm 73.0 sqm Duplex 2: 10 No. 3 Bedroom Unit 2 Bedroom Unit (3 Storey Dual Aspect) 137.0 sqm 78.6 sqm Apartment Block A 4-5 Storeys 1 Bedroom Unit @ 50 sqm 5 2 Bedroom Unit @ 75 sqm 17 Total 22				

06. SITE LAYOUT
AERIAL PERSPECTIVE



06. SITE LAYOUT
STREET SECTIONS



Typical Street Section 16m wide

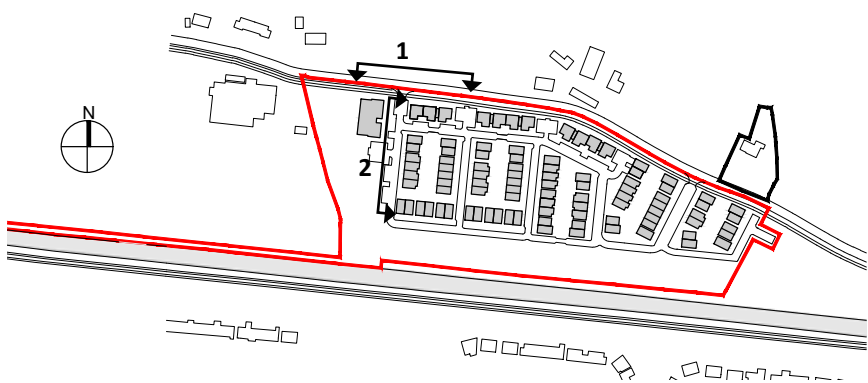


Site Section through R149 and Duplex Units



Local/ Intimate Street with 2/3 storey terraces
3 Storey houses facing canal
Site Section through Canal

06. SITE LAYOUT
STREET SECTIONS / ELEVATIONS



3 Storey Duplexes facing main road

Access road

5 Storey Gateway block at entrance

Partial Street elevation '1' along R149

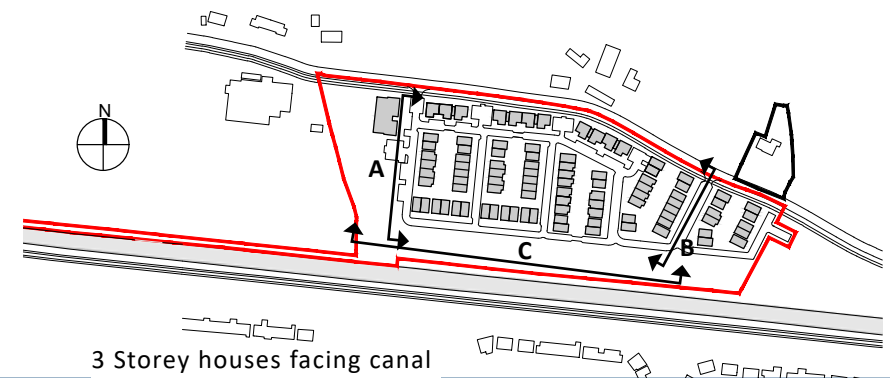


3 Storey Duplexes facing main road

Local/ Intimate Street with 2/3 storey terraces

Site Section '2' through R149

STREET SECTIONS / ELEVATIONS



3 Storey Duplexes facing main road

Local/ Intimate Street with 2/3 storey terraces

3 Storey houses facing canal



Street elevation 'A' along local/intimate road

Local/ Intimate Street with 2 storey terraces



Street elevation 'B' along local/intimate road

Local/ Intimate Street with 3 storey houses facing canal



Street elevation 'C' along local/intimate road

06. SITE LAYOUT

HOUSE TYPES SAMPLES



Canal Edge houses
House Types A+B & B+B



House Types A+B



House Types B



House Types F



Corner Houses & Home zone Terraces
House Types G+G1 & C



House Types C



House Types G+G1



House Types J+J



Street View Along R149 - Street Edge Duplexes & Landmark Building
House Types H+J+J and Apartment Block A



House Types H

07. VARIETY

How does the development promote a mix of activities?

Variety in the development is provided through a range of design proposals in both the built environment and in the landscaping layout.

In the built environment, there are 6 No. different dwelling types. There are 1 and 2 bedroom apartments, 2 and 3 bedroom duplexes and 3 and 4 bedroom two storey houses.

The proposed scheme provides for a residential development on an area of 2.986 Ha.

Open space is to be provided at 28.2% of the total site area,(1.1835Ha)
The proposal will provide 125 residential units consisting of

Unit Type	No.	%
3 Bedroom Houses (Semi D & Terr.)	56	44.8%
4 Bedroom Houses (Semi D & Terr)	25	20%
2 Bedroom Duplex	11	8.8%
3 Bedroom Duplex	11	8.8%
1 Bedroom Apart.	5	4%
2 Bedroom Apart.	17	8.75%
Total	125	100%
Density (as a % of net developable area; 2.986 ha)	42.98 units p.ha	

The proposed housing and duplexes are 2 to 3 storeys in height with a 5 storey apartment block.

Car parking is provided for the housing on curtilage with a provision of 1 to 2 car parking spaces per 3 /4 bedroom unit. The duplexes get one dedicated space per unit. The apartments have 18 dedicated spaces with 8 no. visitor spaces in close proximity.

The building forms are simple and robust, with variations in the facades and the modelling of the corner units.

The landscaped elements are divided between hard landscaping and soft 'green areas'.
A further layer of street furniture and street trees will refine this setting.

The mix of house types and orientation to allow for an interesting and broken elevational treatment eliminating any stretches of exposed and blank garden walls.



08. PRIVACY / AMENITY

How do the buildings provide a decent standard of amenity?

Each three bed house will have access to a min. 40 sq.m. area of useable private outdoor space in the rear. The average garden size for a 3 bed is 43 sq.m.

Four bed houses have a minimum of 50 sq.m. and an average garden size of 60 sq.m.

All houses will have a hard and soft landscaped spaces to the front.

The layout design delivers a pedestrian priority scheme that promotes the quality of the built environment and it's external spaces.

This is achieved through a legible network of permeable streets and cycle /pedestrian routes.

There are several north / south corridors that link the R 149 to the new linear park and Royal Canal Greenway through a wayfinding series of green spaces and place markers.

Apartments and Duplexes

The apartment and Duplex Buildings buildings form a hard edge to the R149 creating a buffer zone to the housing that extends down to the linear park and canal..

Each apartment will have access to an area of useable private outdoor space as per the standards in the Planning Design Standards for Apartments; Guidelines for Authorities 2025.

Housing;

Each house will have access to a garden to the rear as per the standards in the Sustainable & Compact Development Standards.

Many of the gardens exceed the standards required. The duplex units will also have access to communal open space.

The upper floor duplexes will have terraces in excess of the minimum standards.



09. EFFICIENCY

How does the development make appropriate use of resources, including land?

Does the layout promote a coherent, direct, safe, comfortable and attractive network of walking and cycling routes suitable for all users, both within and outside the development?

The site lies to the north of Leixlip between the R149 and the Royal Canal.

It is the greater portion of the lands called R5 in the Confey Masterplan.

In the first phase of development, 125 units are proposed to be built.

It is bounded to the east by some established and more recent housing developments.

To the west of the site is a stream and a tree lined boundary with Confey GAA Club.

The R149 Regional Road lies to the north of the site with the Royal Canal and proposed Greenway is on the south.

The higher density development is located to the northern edge along the R149 with the apartment Block A serving as a gateway building and the dual aspect duplexes creating an urban edge to the road.

A vehicular spine road runs through the development with several north south shared surface access streets offering pedestrian friendly links between the R149 and the Linear Park and Canal Greenway to the south.

There are double fronted / dual aspect units to provide passive security to all the routes through the site.

The Landscaped areas are designed to provide amenity and biodiversity. The spaces are a mix of open green area and hard landscaped shared spaces, the organisation of which seeks to maximise the impact, setting and the site orientation.

All houses, duplexes and the apartment building have both on-curtilage and on-street parking in the development.

The higher density apartment have clustered parking areas proximate to the units.

The orientation of the development has been optimised to benefit the buildings, gardens and public open spaces.

The proposal delivers a net density of 42.98 units per Ha.



10. PUBLIC REALM

How safe, secure and enjoyable are the public areas?

The public space within the development is in the western portion of the site. This contains all of the Class 1 open space allocated.

The Linear Park is a requirement of the Confey Masterplan and is not included in the Class 1 Open Space figures.

Another portion of residual open space is all along the access road on the western edge. This over looks tree lined slopes and Loughrea and the Lake below.

The development is overlooked by surrounding dwellings providing a safe amenity for children and adults alike.

The layout seeks to maximise the views from within the houses over the public spaces to provide passive supervision.

The Roads and green strips are also an integral landscaped element of the public realm.



11. CAR PARKING

How will the parking be secure and attractive?

Car spaces will be provided in the development on curtilage, on street and in shared format.

All car parking is directly proximate to each dwelling, identified and over looked.

Car parking is usually clustered into batches of six spaces or less.

This is broken up with hard landscaping and planting. Allocated and private car spaces are to be finished in permeable paving.

47% of the visitor parking spaces are provided with Electrical Charging Points.

17% of visitor spaces (3 out of 17 spaces) are for disabled users. These spaces are directly proximate to the residential units they serve.

Car parking is provided for the housing on curtilage with a provision of 2 car parking spaces per 3 & 4 bedroom houses on curtilage.

The 2 & 3 bedroom duplexes will have 1 dedicated spaces per unit in a parking courtyard.

There are also visitor spaces with Electric Vehicle chargers.

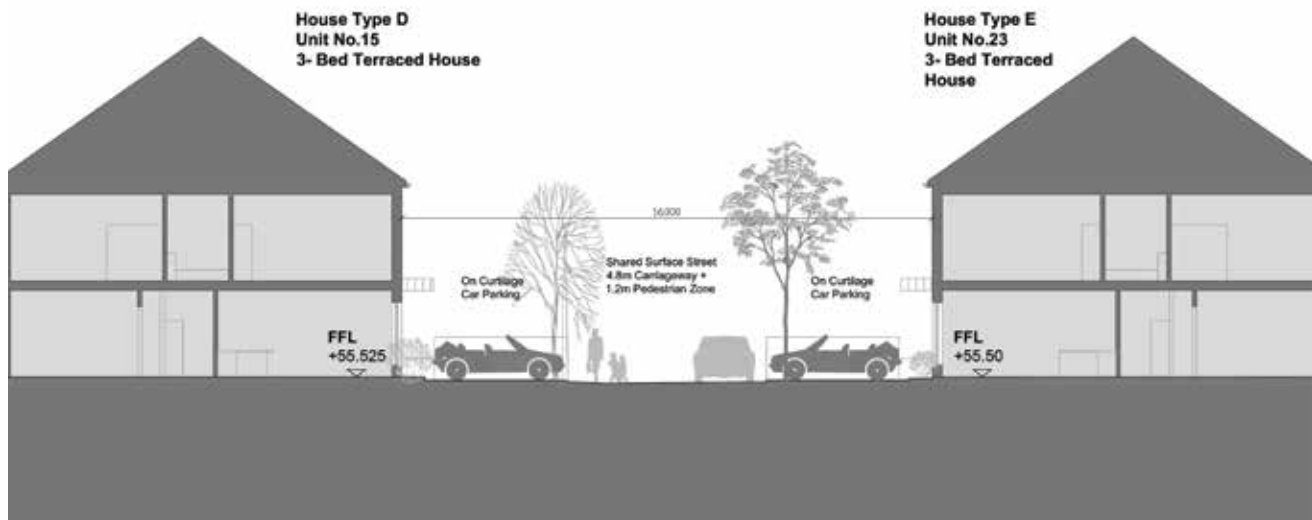
All car parking is directly proximate to each dwelling and overlooked.

The majority of the housing units will have rear garden access for bikes and bin storage. The terrace houses which have no rear garden access will have bin / bike storage in the front garden.

Car Parking			No. of Spaces
On Curtilage			118
Duplex Allocated			22
Apartment Allocated			18
Visitor Spaces (incl. 3 no. disabled Spaces & 8 EV spaces)			17
Total (1.4 spaces per unit average.)			175



STREET TYPE 1



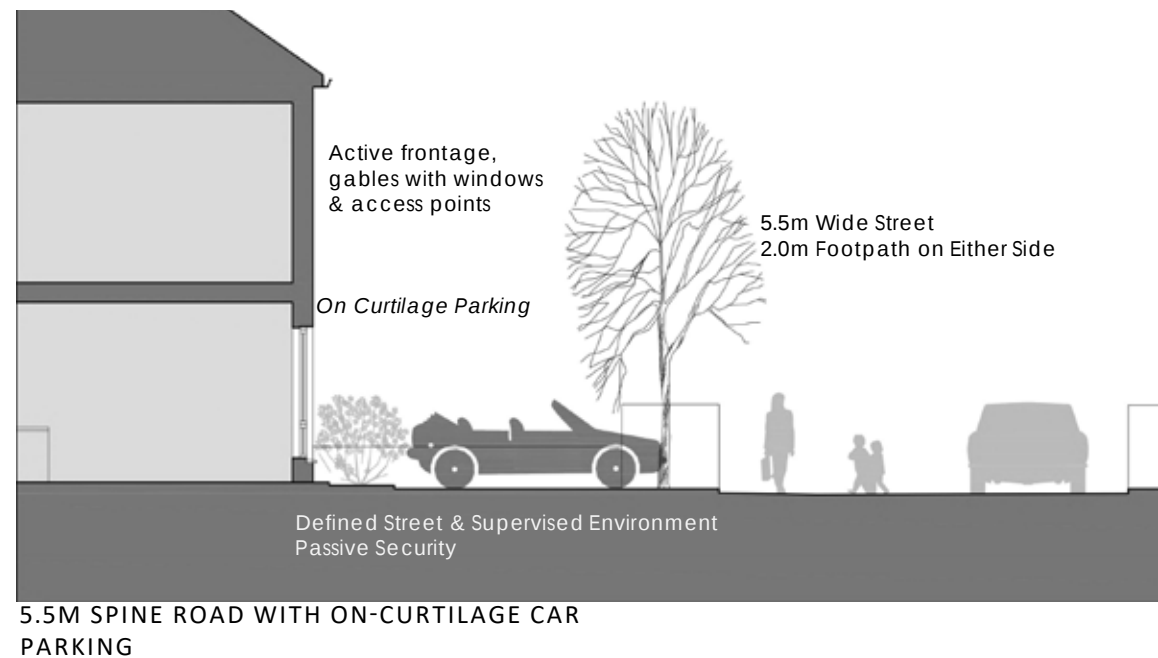
STREET TYPE 1
SHARED SURFACE STREET WITH ON-CURTILAGE CAR PARKING



SHARED SURFACE STREET WITH ON-CURTILAGE CAR PARKING



12. DMURS



Promoting better street design.

The development of 125 residential units at this site north of Leixlip is required to be compliant with the Design Manual for Urban Roads & Streets (DMURS).

The aim is to promote better street design and to achieve a better balance between all forms of transport, pedestrian, cycle and vehicular.

This can be achieved through lowering traffic speeds, reducing car use and creating “a built environment that promotes healthy lifestyles and responds more sympathetically to the distinctive nature of individual communities and places”.



Design Manual for Urban Roads and Streets

Enclosure

A sense of enclosure spatially defines streets and creates a more intimate and supervised environment. A sense of enclosure is achieved by orientating buildings toward the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure.

Active Edge

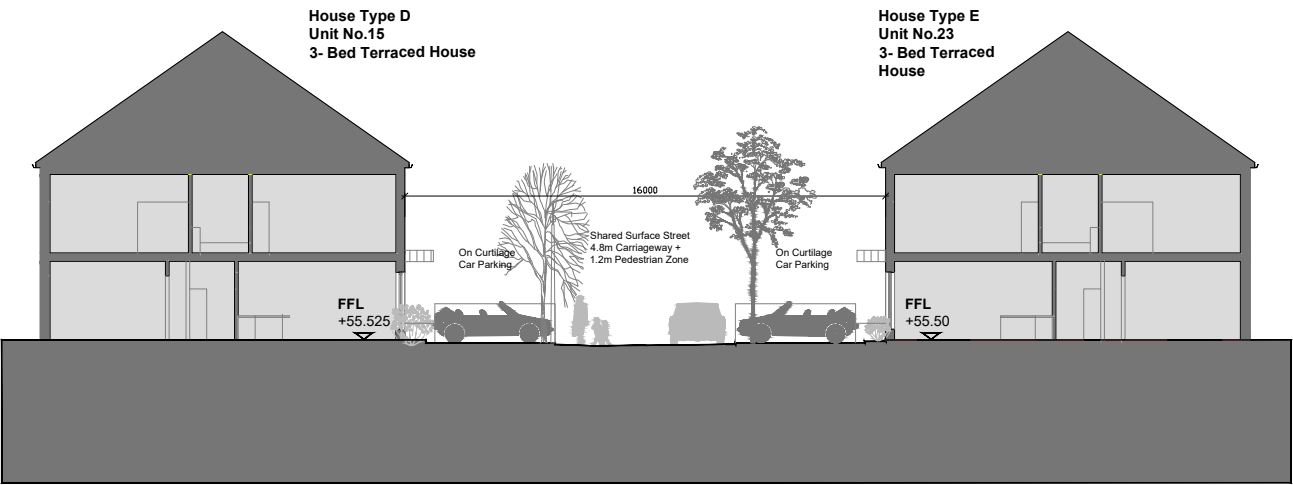
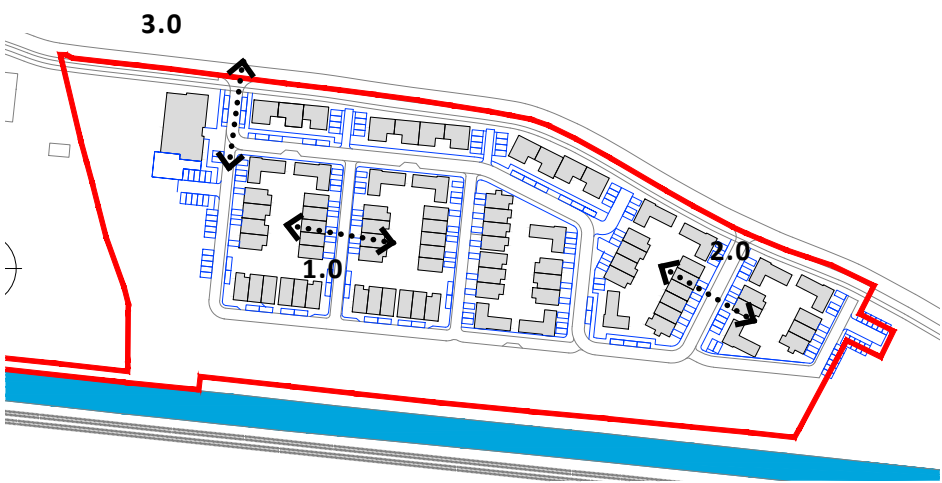
An active frontage enlivens the edge of the street creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings that ensure the street is overlooked and generate pedestrian activity as people come and go from buildings.

Pedestrian Activity/Facilities

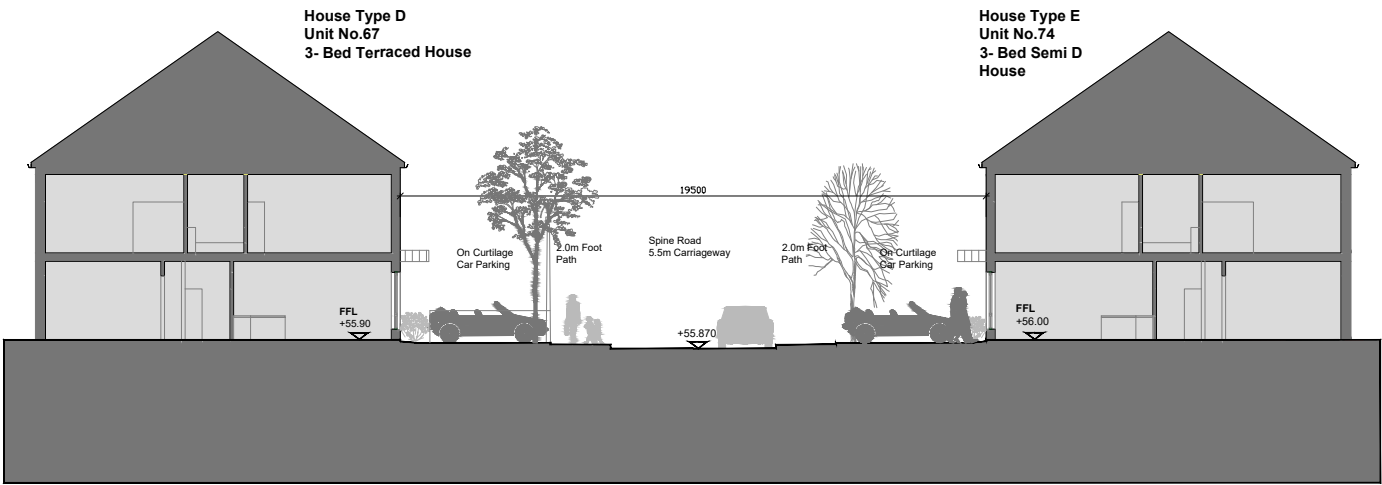
The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian's feeling of security and well-being. Good pedestrian facilities (such as wide footpaths and well designed crossings) also make walking a more convenient and pleasurable experience that will further encourage pedestrian activity.

2.2.1 'Place' as Part of the Design Equation Design Manual for Urban Roads and Streets

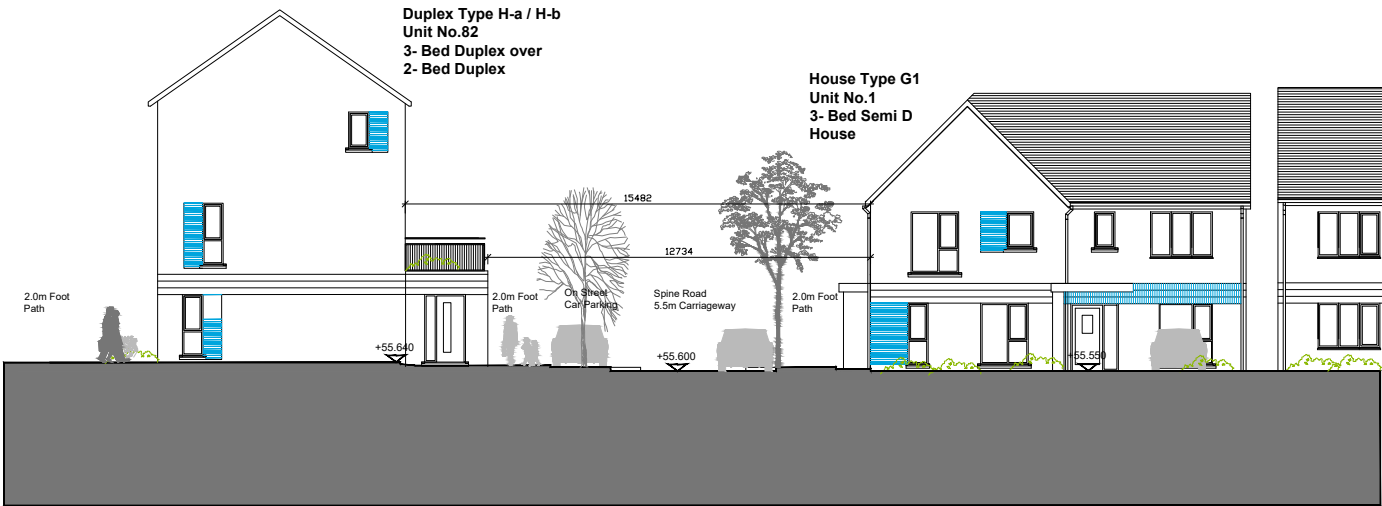
12. DMURS



1.0 6M (4.8 +1.2M) SHARED SURFACE STREET WITH ON-CURTILAGE CAR PARKING



2.0 5.5M SPINE ROAD WITH 2.0M FOOTPATHS + ON-CURTILAGE CAR PARKING



3.0 5.5M SPINE ROAD WITH 2.0M FOOTPATHS
G1 DUPLEX BLOCK H AND HOUSE TYPES G /

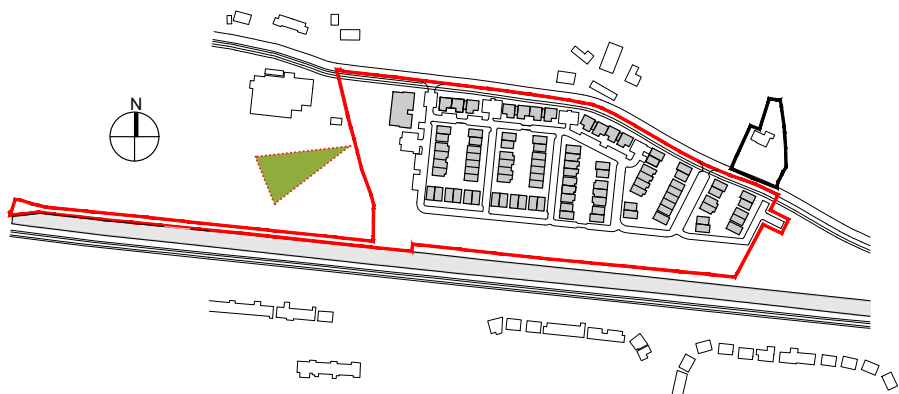
13. COMPUTER GENERATED IMAGES



Typology samples



CGI View from Class 1 Open Space looking North Eastwards



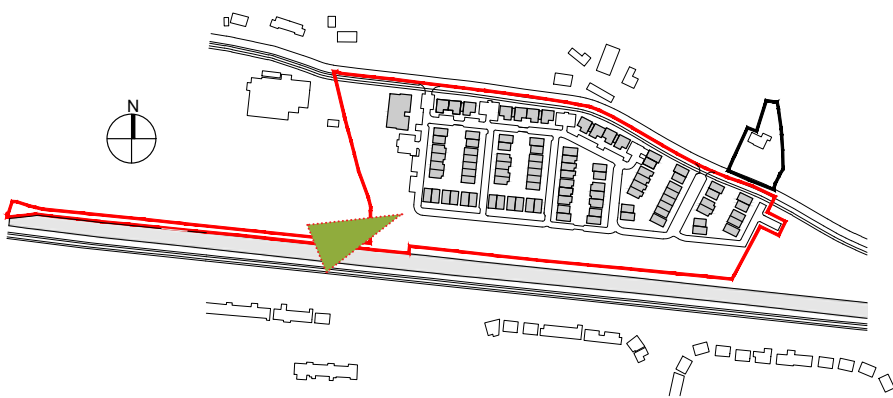
13. COMPUTER GENERATED IMAGES



Typology samples



CGI View from the Royal Canal looking Eastwards



13. COMPUTER GENERATED IMAGES



Typology samples



CGI View from R149 looking Westwards



13. COMPUTER GENERATED IMAGES



Typology samples



View of Block A, Front Elevation looking Westwards

