

# CONFHEY LANDS

## Design Code



**Consultation Draft**

# Executive Summary

This document has been prepared by Metropolitan Workshop as the Design Code, acting as a supplement to the Masterplan Report, for Kildare County Council regarding the lands at Confey, Leixlip.

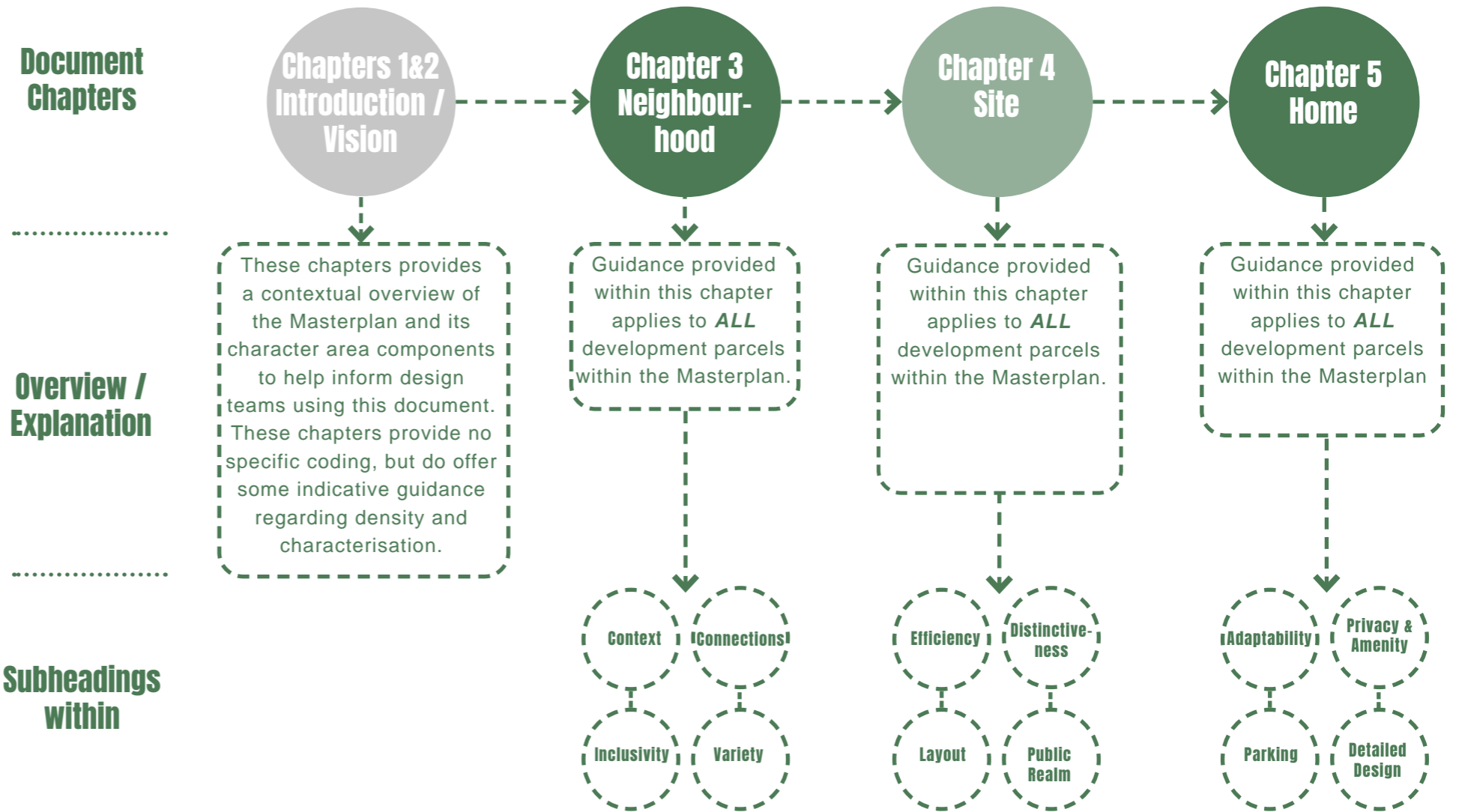
The development has been designed to comply with the appropriate local and national guidance standards and documentation, specifically developed to inform the Masterplan of Confey lands within the Leixlip Local Area Plan and is further supported by the following documents;

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

This Design Code will provide a touchstone for design proposals within the masterplan and help foster sustainable development of lands at Confey.

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Masterplan concept sketch at Confey Lands

# CONFHEY LANDS



## Design Code

### 1. Introduction

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## 1.1 Overview

This Design Code has been prepared by Metropolitan Workshop in support of a Masterplan for the development of Confey Lands.

The Confey Masterplan Design Code sets out a series of illustrated rules and standards which will guide the development. It has been developed having regard to the Masterplan, which expands on and incorporates the Confey Urban Design Framework. It provides specification for the regulation of the built form and public realm, whilst reflecting the overall vision for the scheme. The Design Code also incorporates and expands on the *Confey Urban Design Framework* (UDF, Appendix A, Leixlip LAP 2020-23) which acted as a preliminary design guide for future development of the lands.

Each component of the Design Code must be fully integrated into the Masterplan to ensure that there is cohesion across the site, whilst also creating flexibility and variety in the design, aiming to create a series of unique but harmonious buildings and spaces. The Design Code aims to allow for a degree of flexibility to allow developments to come forward, and respond to their own particular development opportunities and constraints.



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## 1.2 DoEHLG Urban Design Manual Implementation Assessment

The Design Code has been developed with regard to the 12 criteria assessment as set out in the Department of Environment, Heritage Local Government (DoEHLG) Urban Design Manual, May 2009 as follows:

- Context
- Connections
- Inclusivity
- Variety
- Efficiency
- Distinctiveness
- Layout
- Public Realm
- Adaptability
- Privacy and Amenity Parking
- Parking
- Detailed Design

The Urban Design Manual focused on the creation of sustainable high quality neighbourhoods and as such the residential neighbourhoods in this scheme have been described using the 12 criteria as a guiding principle, the aim of which include:

- Delivering a greater quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience.
- Provide a good range of community and support facilities.
- Present an attractive, well - maintained appearance.
- Provide easy access to find ones way around.
- Facilitate walking, cycling and public transport, and minimize the need to use cars.
- Promote the efficient use of land and energy, and minimize greenhouse gas emissions.
- Promote social integration and provide accommodation for a diverse range of house hold types and age groups.
- Enhance and protect the built and natural heritage.

**The sequence of the Design Code works from the Macro to the Micro largely following the headings established by the Urban Design Criteria as described above. In this way, planning applications can concurrently demonstrate compliance with the design code and good urban design practice.**

## 1.3 Purpose & Status

This document together with the Masterplan, provides a framework which subsequent Planning Applications will be prepared and assessed.

The principles should be considered as a starting point for design. On a project of this scale, with a lengthy delivery programme, it is possible that certain aspects of Planning Applications might not fully comply with every principle. Where proposals do not fully comply with a principle, a robust justification should be provided, and the Planning Application will need to demonstrate how design quality is being achieved through alternative approaches.

The principles comprise both written and diagrammatic instructions that build on the Masterplan. Before design teams begin developing detailed proposals on any part of the Masterplan, they must firstly familiarise themselves with the content of this document and the Masterplan.

This document contains plans, diagrams and sections that have been developed to communicate the written coding. All drawings within this document are “illustrative” and to communicate a suitable proposition for how the future detailed design may come forward in compliance with the Masterplan and Design Code.

## 1.4 How to use this document

### Overview

This document provides design guidance to enable future Planning Applicants to access guidance relevant to particular areas / zones within the Masterplan with ease. This document should be read in its entirety to ensure full compliance and a robust understanding of design narrative and rationale.

### Guidance Terms

All Guidance codes throughout this document have been categorised into ‘*should*’s and ‘*must*’s, which are defined below.

#### Must

All guidance codes that are categorised as **must** are considered to be an absolute. These codes are considered to be vital components in securing delivery of a high quality Masterplan.

#### Should

All guidance codes that are categorised as **should** are considered to be more interpretive and allows for some degree of flexibility. Applicants must demonstrate best endeavours to meet this guidance, however alternative solutions may be considered.



# CONFHEY LANDS

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Design Code

## 2. Vision and Masterplan

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## 2.1 Vision

The Masterplan aims to facilitate the development of a distinctive and sustainable new residential quarter, integrated with Leixlip via walking and cycle networks, and to the broader region via public transport.

It seeks to provide a framework to deliver an exemplary place to live for residents and future communities. Building on the Urban Design Framework discussed later in this document, this Design Code sets out to;

- Identify and provide an overview of the existing opportunities and constraints facing the future development
- Incorporate and build upon the Urban Design Framework set out in the Leixlip Local Area Plan 2020-23 (as extended to 2026)
- 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
- Present a hierarchy of streets and opens spaces, including public spaces in accordance with the Design Manual for Urban Roads and Streets
- Provide a framework which places a focus on place-making, the creation / enhancement of green infrastructure, built heritage and ecological features and sustainable transport modes
- Develop concept plans to illustrate the indicative approaches that have been considered and informed by analysis and design principles
- Design Code: Set out the objectives for the coordinated development of the area in line with sound urban design principles
- 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.

## 2.2 Masterplan Overview

### Headline Facts

- Site Developable Area - **44.61ha**
- Up to circa. **1765** homes
- Proposed densities of **35-50 DPH**
- Approximately **68000m2** public open space
- Approximately **68000m2** zoned open space
- Significant variety of **play space** and **pedestrian / cyclist priority** streetscape
- **Community facilities & Leisure Centre / Pool**
- Provision of **Primary & Post-Primary Schools**

The unique character and quality of this site, with its proximity to the Royal Canal, Confey rail station and green space network, present an opportunity to provide an exemplary place to live for future communities.



Birds eye view of Masterplan at Confey Lands



# CONFHEY LANDS

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## Design code

### 3. Neighbourhood

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03

## 3.1 Context

### Ensuring future development responds to its surroundings

The starting point for the Masterplan has been an assessment of its surroundings. In keeping with current planning policy, the proposals will be more intensive than the existing development to the south of the canal. The scale and massing of the scheme will respond to the existing character of the surrounding buildings and landscape.

Proposals will learn from the lessons of the past in terms of form, layout, and even orientation. But they should be interpreted in a way that clearly defines the development as being built in the 21st Century, and makes use of the latest building technologies.



### Confey Context Response Parameters

- The development seems to have evolved naturally as part of its surroundings
- Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users
- Form, architecture and landscaping have been informed by the development's place and time
- The development positively contributes to the character and identity of the neighbourhood
- Appropriate responses are made to the nature of specific boundary conditions

### Context

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

Confey is located within the Dublin Metropolitan Area (DMA) and adjoining Confey Railway Station. A significant development opportunity exists to develop a transformative new mixed use neighbourhood which is connected and complementary to the existing services and facilities within the built-up area of Leixlip. The site currently comprises circa 73 hectares.

### Developed in response to context

- 3.1.1** | The optimum balance in land uses to include residential, a neighbourhood centre / retail offering, community, leisure and amenity facilities **must** be complementary to the existing offering within the town of Leixlip.
- 3.1.2** | Proposals **must** provide a new street (forming an extension of the existing Captains Hill and Cope Bridge) connecting Confey Railway Station to a new Mixed Use / Community Hub at the centre of the site. This new street will also connect the existing schools to new schools north of the site. The new mixed use/community hub will define the centre of the new neighbourhood. This will provide retail, commercial and civic uses while also acting as a focal point with links to the adjoining residential areas.

### Appropriate Increase in Density

- 3.1.3** | The amount of residential development within each site **should** be controlled by the proposed residential unit numbers of each site as specified in the Confey Masterplan.

### Building Heights

- 3.1.4** | New development must consider the height, scale and boundaries of surrounding context, buildings and character especially as the development is built. Reference must also be made to the Confey Masterplan, **3.11 Density & Building Heights Strategy** where appropriate heights are highlighted.

### Sunlight

- 3.1.5** | The 'Site layout planning for daylight and sunlight: a guide to good practice' (BRE 209 2022 edition) has become the main point of reference for design and assessment of residential developments since its publication in 2022. Future proposals **should** consider this document and address concerns over sunlight and daylight in their proposals. The BRE guidelines now contain the UK annex of the European daylighting standard BS EN 17037, and until there is an Irish Annex to the European Standards (IS EN17037:2018), or other updated relevant documents this should be referenced to demonstrate compliance where assessment is required.

### Privacy

- 3.1.6** | Furthermore, the guidance as mentioned above **should** be considered for best practice in order to mitigate against privacy and overlooking issues.

### Development's place and time

- 3.1.7** | Proposals **should** learn from the lessons from the character of Leixlip. But they **should** be interpreted in a way that clearly defines the development as being built in the 21st Century, and makes use of the latest building technologies.
- 3.1.8** | A varied townscape and roof-scape **must** be achieved across Confey. It **must** be a pitched roof led scheme and building elevations must engage with the public realm.

### Character & identity of neighbourhood

- 3.1.9** | Development **must** accord with the character areas identified in section **4.2 Distinctiveness**

### Boundary Conditions

- 3.1.10** | Boundary treatments provide the transition between the public and private realm and **must** be carefully controlled to avoid a disjointed approach to streets and buildings.



## 3.2 Connections

### Providing a well connected new neighbourhood

Successful neighbourhoods tend to be well connected to places, facilities and amenities that help to support a good quality of life. The masterplan lands are positioned to benefit from a range of existing and planned transport opportunities offered by the Dublin/ Sligo Railway Line, the Royal Canal and an existing network of national, regional and local roads that are served by existing bus lanes and existing local bus routes.

Some of these existing transport opportunities also create challenges in the form of barriers to movement within and across the Lands, particularly those created by sections of the canal, the rail line and strategic roads that traverse the lands. It is essential that a new and robust urban structure, based primarily on a clear hierarchy of streets and spaces, is created for Confey given the current undeveloped nature of the lands.

This scheme aims to create a permeable and connected urban network that integrates with existing the existing infrastructure and overcomes barriers to movement, through the development of a framework of routes and spaces that promote place-making and movement through different modes of transport, connecting the lands with existing surrounding communities.

### Confey Parameters for a well connected neighbourhood



- There are attractive routes in and out of the Masterplan lands for pedestrians and cyclists
- The development includes a mixed-use centre and connects to Confey Main Street
- The development's layout and road network makes it easy for a bus to serve the scheme
- The layout links to existing movement routes and the places people will want to get to
- Appropriate density, dependent on location, should help and support efficient public transport

### Provision of attractive routes for pedestrians & cyclists

- 3.2.1** | Development Areas of Confey **must** be linked with each other and with surrounding communities through a permeable and clear hierarchy of integrated streets and dedicated pedestrian and cycle routes;
- 3.2.2** | Proposals **must** develop a transport framework that maximises route access by means of walking, cycling and public transport while balancing the needs of the car
- 3.2.3** | Proposals **must** upgrade existing sections of strategic roads within the lands to integrated urban streets as part of development works
- 3.2.4** | The Royal Canal Green Route runs along the entire southern boundary of the Confey lands and will link it with Dublin City Centre in the form of a dedicated pedestrian and cycle route. We **must** make provisions for this plan.
- 3.2.5** | Cycling and walking **must** be encouraged throughout the Masterplan lands with the creation of a network of dedicated and street integrated pedestrian and cyclist routes. In accordance with the Design Manual for Urban Roads and Streets (DTTS & DECLG, 2013) (DMURS, 2019), and the street typologies illustrated in the masterplan.
- 3.2.6** | Off street cycling infrastructure **should** be built out on the Link Streets.
- 3.2.7** | Barriers created by the canal and railway **must** be overcome by over-bridges, refer to next section.

### Streets that put people first

- 3.2.8** | Each character area **must** be designed with a clear street hierarchy with a variety of street types that provide a legible urban structure, as outlined within the wider Masterplan document
- 3.2.9** | Each character area **must** have a permeable street layout that offers the pedestrian a choice of safe and welcoming routes/welcoming external spaces.
- 3.2.10** | Each street **must** have active frontages, with frequent doors and windows animating the public realm and maximising natural, passive surveillance.

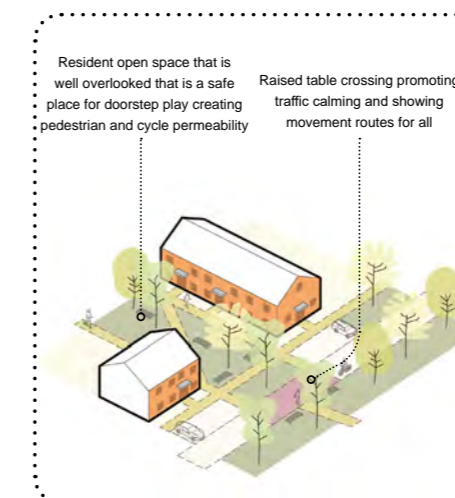
- 3.2.11** | The emphasis **should** be on reducing traffic speeds and creating a convivial pedestrian environment whilst catering adequately for the car, where required
- 3.2.12** | Car impact **should** be minimised. Parking must accommodate for on-street, on-plot to individual houses and under-croft car parking or parking courtyards (6-8) at the rear of buildings.

### Bridges

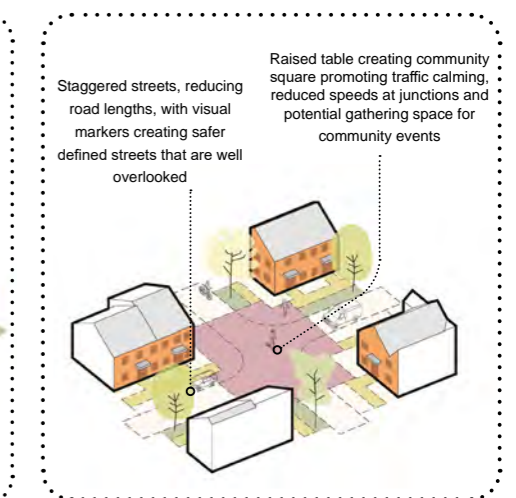
- 3.2.13** | The barriers created by the Royal Canal and the Railway Line form challenges to movement across the lands. A total of two new bridges are proposed in addition to the upgrade of Cope Bridge by Irish Rail. Such bridges **should** be provided in accordance with the Phasing Strategy, to enable north-south movement across the Canal and Railway for different modes
- 3.2.14** | Level crossings over the railway line **must** not be permitted
- 3.2.15** | All new bridges **should** not cause nuisance to existing properties within and immediately outside of the site.

### Locate Development close to mixed use centre

- 3.2.16** | All dwellings (existing or planned) within the development **should** be within 800m of a mixed-use centre.



Above: Diagram 3.2.12



Above: Diagram relating to 3.2.16



### Street Proportions

- 3.2.17** | **Hierarchy**  
The hierarchy of each street **must** be defined by the character and function of each street rather than its vehicular capacity.
- 3.2.18** | In each character area the street hierarchy **must** be designed to incorporate the location of principal frontages.
- 3.2.19** | **Function**  
Streets **should** be designed as multi-functional spaces serving not only the pedestrians, cyclists and vehicles but also providing spaces for play and social interaction.
- 3.2.20** | **Character**  
The character of each street **should** be defined by its role within the public realm, as well as the types of buildings and landscapes in it.
- 3.2.21** | The character of each street **should** contribute to the overall character of each development.
- 3.2.22** | Street-scape design **must** focus on creating a sense of enclosure. The width of new streets **should** be proportionate to the heights of buildings and their location.

### Ease of bus connections

- 3.2.23** | Although there are no current proposals to run a bus service directly through Confey, the design of the link street **must** be developed to accommodate a bus service, should it be required in the future.
- 3.2.24** | If a bus route is to serve Confey, bus stops **should** be placed at suitable locations to ensure that all homes and non-residential buildings are within 400m of a bus stop. Refer to Masterplan **Section 3.8 Integration & Connections** fig. 39 for indicative street network for the Masterplan
- 3.2.25** | Bus stops **must** be on the carriageway. Rather than in a lay-by

### Streetscape

- 3.2.26** | Streets and paths within the Confey Lands Masterplan **must** encourage walking and cycling to nodes within the development area.
- 3.2.27** | These proposals **should** connect the proposed community gardens and play-space, community building/sports centre, primary & secondary schools and pedestrian & cycle bridges.
- 3.2.28** | Attention **must** be given to connections to Confey train station.
- 3.2.29** | Care **should** be given to maximise local and shared surface streets where possible to minimise impact of the car.
- 3.2.30** | All street within Confey lands **should** follow the street hierarchy table below. Refer to Masterplan **Section 3.8 Integration & Connections**, fig. 39 for indicative street network for the Masterplan

### Street Hierarchy Principles

- 3.2.31** | An extension to the Cope Bridge **must** be made to allow for safe and increased cycle and pedestrian access to the site at this point in accordance with the phasing strategy
- 3.2.32** | All streets **should** comply with the recommended street hierarchy and **should**, where possible follow the recommended dimensions outlined in the following diagrams and table adjacent to be agreed at planning application stage in consultation with KCC
- 3.2.33** | The street hierarchy is organised such that the lower down the hierarchy it is, the lower the number of vehicles **should** be present, creating a greater potential for children's play and street life.
- 3.2.34** | All street minimise **must** clutter and signage, provide parking in compliance with guidance set out in this document & comply with street planting and street furniture principles set out within this document

Street Hierarchy table

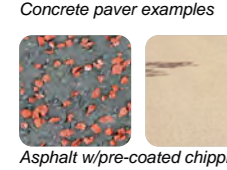
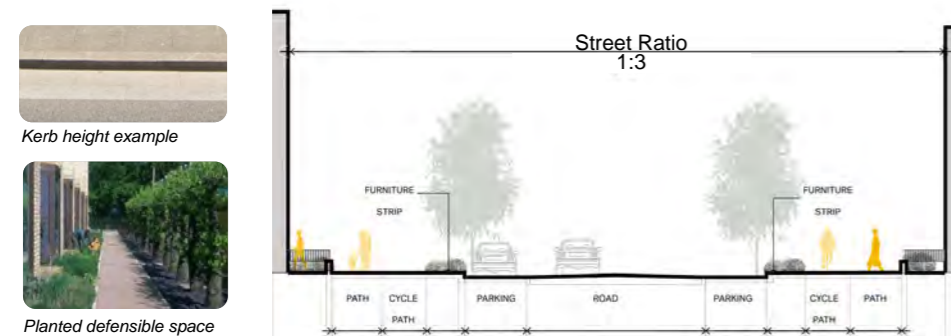
	LINK STREET		NEIGHBOURHOOD STREET	LOCAL STREET HOMEZONE				
	LINK STREET 1	LINK STREET 2	NEIGHBOURHOOD STREET	LOCAL STREET 1	LOCAL STREET 2	INTIMATE STREET 1	INTIMATE STREET 2	HOMEZONE
<b>ENCLOSURE</b>								
<b>BUILDING TO BUILDING DISTANCE</b>	26.5m	17.5m	22m	17.8m	Greenspace on 1 side	15.3m	Greenspace on 1 side	15.3m
<b>STREET WIDTH RATIO (Approx.)</b>	1:3	1:2	1:2.5	1:2.5	N/A*	1:2	N/A*	1:2
<b>STREET DIMENSIONS AND CHARACTER</b>								
<b>CARRIAGEWAY/ SHARED SURFACE WIDTH</b>	6.5m	6.5m	5.5m	4.8m	5.5m	4.8m	3.5m	4.8m
<b>STREET SURFACE MATERIAL</b>	TBC at Planning App. Stage	TBC at Planning App. Stage	TBC at Planning App. Stage	TBC at Planning App. Stage	TBC at Planning App. Stage	TBC at Planning App. Stage	TBC at Planning App. Stage	TBC at Planning App. Stage
<b>FOOTWAY</b>	2m	2m	2m	2m	2m	1.8m	1.8m	Shared
<b>SUSTAINABLE TRANSPORT</b>								
<b>CYCLING</b>	Dedicated cycle path	On street	On street	On street	On street	On street	On street	On street
<b>POTENTIAL FUTURE BUS ROUTE</b>	Refer to Masterplan Section 3.8	Refer to Masterplan Section 3.8	Refer to Masterplan Section 3.8	No	No	No	No	No

\*Street ratio applies only where streets are fronted on both sides. Street enclosure is generally measured as a ratio where height of a building (measures from front building line to front building line) is measured against the width of a street. Consideration needs to be given as to how consistently this ratio applies along length of a street wall. As noted in the Design Manual for Urban Roads and Streets (DMURS, 4.2 Streetscape, page 69), a building height to street width ratio of 1:2 creates a strong sense of enclosure, 1:3 is moderate and so on

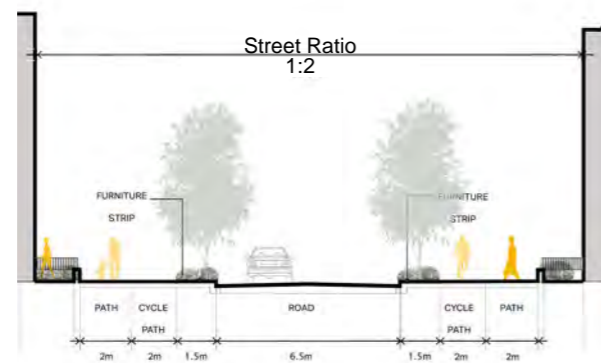
### Link Street 1-2

- LK1.01:** These streets **must** be designed as the primary routes for traffic entering or exiting the site, or any through traffic and link directly to the surrounding road network of the area.
- LK1.02:** These streets **should** generally follow the existing road network on the site; however upgrades **must** be made to these roads as Confey lands develops, to allow for the increased traffic levels associated with the development.
- LK1.03:** This street type **must:**
  - Maintain a segregated cycle and pedestrian route
  - Allow for the provision for side verge to be swale and feature street trees
  - Disperse parallel parking in an intermittent manner, and not be designed in a continuous manner, in line with guidance set out in DMURS
  - Allowance for the regular planting of trees and greenery in line with the guidance set out elsewhere in this document
  - Allow for the provision of bus corridors and bus stops

Material Examples: Link Street 1, Typical Section:



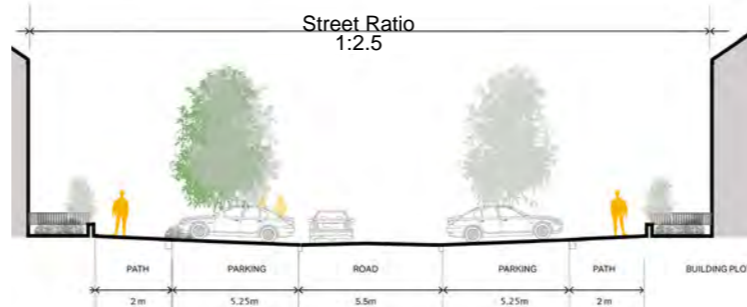
Link Street 2, Typical Section:



### Neighbourhood Street - Type 1

- NH1.01:** This **should** be designed to have similar characteristics to the Link Streets
- NH1.02:** This street type **should** allow for perpendicular parking to both sides of street. This parking may be on street or on curtilage
- NH1.03:** The design of this street **must** include a greater degree of traffic calming than Link Streets, to be setup for speeds less than 30km/ph
- NH1.04:** Raised tables and pedestrian crossings **should** be provided at key junctions with smaller Local Streets or Homezones
- NH1.05:** This street type **must:**
  - Be designed as the principal connectors between neighbourhoods
  - Be designed to maintain standard carriageway widths
  - Include allowance for planted verges presented as Swale to reduce maintenance and increase biodiversity
  - Be designed to allow for wider cycle/pedestrian provision at park frontages.

Neighbourhood Street Typical Section:



Material Examples:



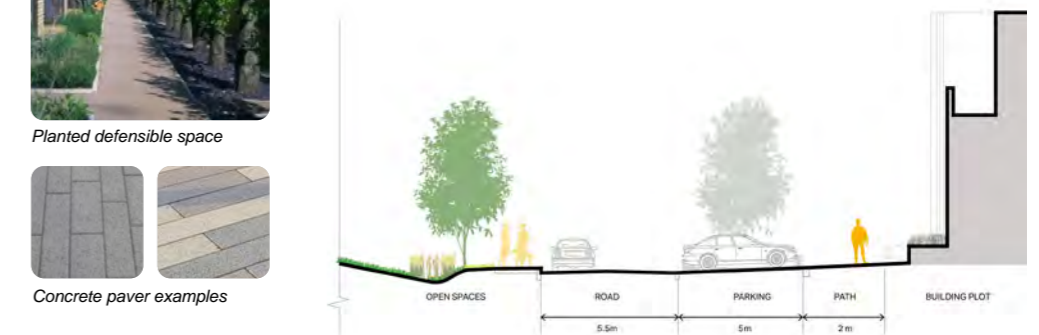
### Local Street - Type 1-2

- LG1.01:** These streets are local distribution streets and **should** typically act as a connection from the Link Streets/Neighbourhood Street to Homezone streets.
- LG1.02:** These **must** be designed as low speed streets, with possible direct access to houses, apartments/ and retail uses
- LG1.03:** This street type **should** allow for parallel on street parking to both sides of the street
- LG1.04:** This street type **must:**
  - promote the use of permeable paving
  - utilise low kerb heights along the street with carriageway, and **must** provide level footing with the footpath at junctions.
  - utilise street furniture, horizontal deflection, and raised tables as a method of traffic calming measures

Material Examples: Local Street 1, Typical Section:



Local Street 2, Typical Section:





### Intimate Street - Type 1-2

**IS1.01:** Pedestrian crossings with level footing **must** be provided at key junctions with smaller Local Streets or Homezones.

- IS1.02:** This street type **must:**
- promote the use of materials other than asphalt
  - utilise low kerb heights along the street with carriageway, and must provide level footing with the footpath at junctions.
  - utilise street furniture, horizontal deflection, and raised tables as a method of traffic calming measures
  - utilise street furniture, horizontal deflection, and raised tables as a method of traffic calming measures
  - promote the design and implementation of single direction carriageways where applicable

Material Examples:



Limited kerb height example



Planted defensible space

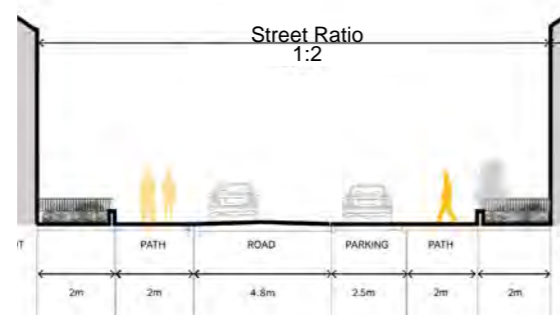


Paving examples

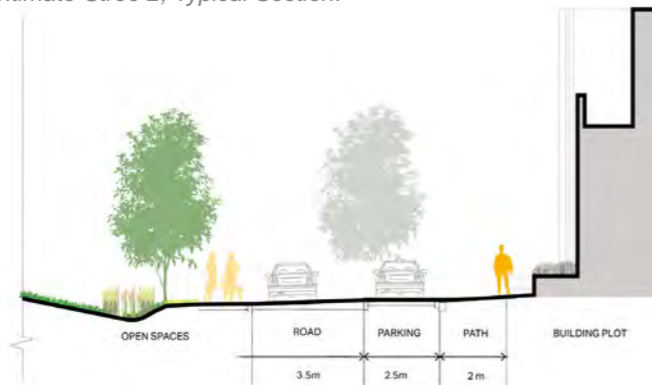


Asphalt w/pre-coated chippings

Intimate Street 1, Typical Section:



Intimate Street 2, Typical Section:



### Homezones

**HZ.01:** Homezones **must** be designed as streets where pedestrian and cycle priority is very high, while still allowing limited access for cars to be parked nearby to houses.

**HZ.02:** A key benefit to the use of Homezones is the creation of safe areas where risk and severity of any possible collision with vehicles is extremely low. As a result these streets **must** be designed with low vehicle speeds of 5kmph, and prioritise pedestrians and cyclists.

**HZ.03:** The surface **should** be mostly level from building to building, with no specific delineation between cars/pedestrians.

**HZ.04:** Pedestrian priority and low car speeds **must** be naturally enforced through the use of street geometry, materials and street furniture.



Kings Crescent Estate, © John Sturrock



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### Play Streets

**PS.01:** A Play Street puts the children and young people at it's centre of it's, both formally and through use. It **must** be designed with this in mind and potential development parcels should use these spaces to connect to communal green and open spaces

**PS.02:** They **must** be designed as pedestrian streets that provide a safe community space where a child can learn to ride a bike or play.

**PS.03:** The streets **should** be designed such that communities can use these spaces for street events, being free from traffic at all times promoting active and fun travel along journeys to and from sites.

**PS.04:** The street **should** be complemented by a series of courtyards that can make provision various community uses, for example, flowerbeds and vegetable growing, alongside further opportunities for play, socialising and respite from domestic life for all ages.



Goldsmith Street, © Tim Crocker

People first streets that create community spaces while promoting active travel



# 3.3 Inclusivity

## Making it easy for people to use and access the development

Inclusive design is defined as that which meets the needs of all users, regardless of age, gender, race or sensory and mobility abilities, in its broadest sense. The debate has moved on from simply designing for people with disabilities and recognises that, all of us will experience difficulty in negotiating the built environment, in some way during our lives.

Rather than making provision for different groups in different ways – for example by providing steps for the able bodied and ramped access for wheelchair users - inclusive design promotes an approach which allows all people to use space in the same way and on equal terms.



### Confey Parameters for an inclusive neighbourhood

- New homes meet the aspirations of a range of people and households.
- Design and layout enable easy access by all.
- There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly.
- Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.
- New buildings present a positive aspect to passers by avoiding unnecessary physical and visual barriers.

## New homes to meet the aspirations of a range of people & households

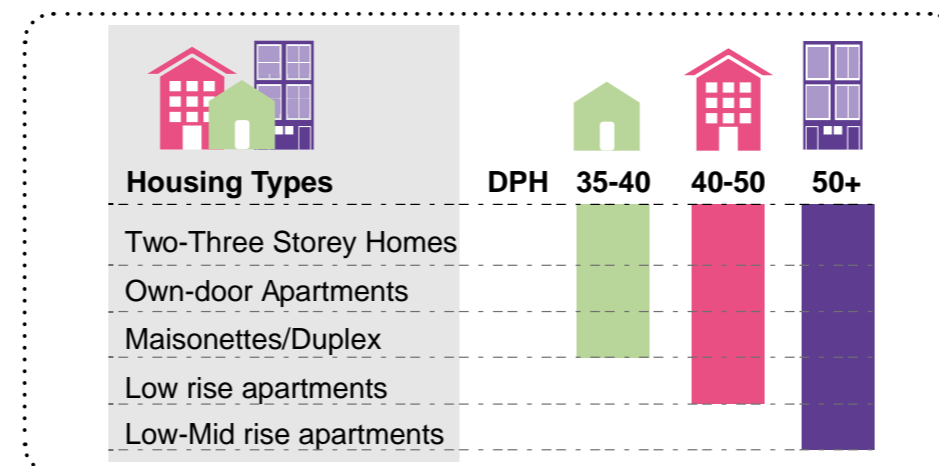
**3.3.1** All developments **must** include provision for housing of different types, sizes and tenures. Providing this choice will enable people from different backgrounds to benefit from the opportunity afforded by the development.

### Density & Dwelling Mix

**3.3.2** Homes **must** be mixed tenure with homes full integrated and designed in a 'tenure blind' manner. The range of dwellings permitted in Confey include houses, town-houses, duplex units, maisonettes and apartments.

**3.3.3** The densities prescribed for the urban centres and their contiguous higher density sectors **should** accommodate a mix of apartments, duplexes and maisonettes to be determined and established at planning application stage in consultation with KCC. Lower density sectors will largely accommodate houses. Sectors within the mid density range **should** more than likely accommodate a mix of houses, apartments, maisonettes and duplex units where appropriate.

**3.3.4** Design Statements for residential or mixed use development proposals **must** address the mix of dwelling sizes within the subject application site, while also addressing the mix of dwelling types within the subject Development Area. The density of development and number of units permissible for each within the Masterplan will be determined at detailed design stage, having regard to the Masterplan provisions and based on an assessment of site characteristics and local sensitivities as part of any subsequent planning application.



Above: Density Table, relating to 3.3.3

## Design and layout to enable easy access by all

**3.3.5** **Adaptability**  
Individual dwelling units **should** also be capable of adaptation to meet the changing needs of residents during the course of their lifetime based on the guidance set out under Quality Housing for Sustainable Communities (2007).

**3.3.6** The provision of live-work units and accommodation of small home based economic activities **should** also be considered.

**3.3.7** The provision of accommodation for older people (independent and semi-independent living) **should** be provided, particularly in areas that are proximate to public transport services.

## A range of public, communal and private amenity spaces & facilities for children of different ages, parents and the elderly

**3.3.8** The public realm **must** be designed in accordance with universal and accessible design guidelines consistent with the development plan and provide plenty opportunities for various forms of outdoor seating promoting a safe, passively surveilled street-scape for all ages and abilities.

**3.3.9** Developments **must** provide spaces for older children/teenagers to socialise safely.

**3.3.10** Areas defined as public open space that have either been taken in charge, or are privately managed **must** be clearly defined, accessible and remain open to all.

**3.3.11** New buildings **should** present a positive aspect to passers by, avoiding unnecessary physical and visual barriers.



PARKLETS 2.0 urban flooring © Vestre

Areas that provide facilities for all ages

# 3.4 Variety

## Ensure the development promotes a good mix of activities

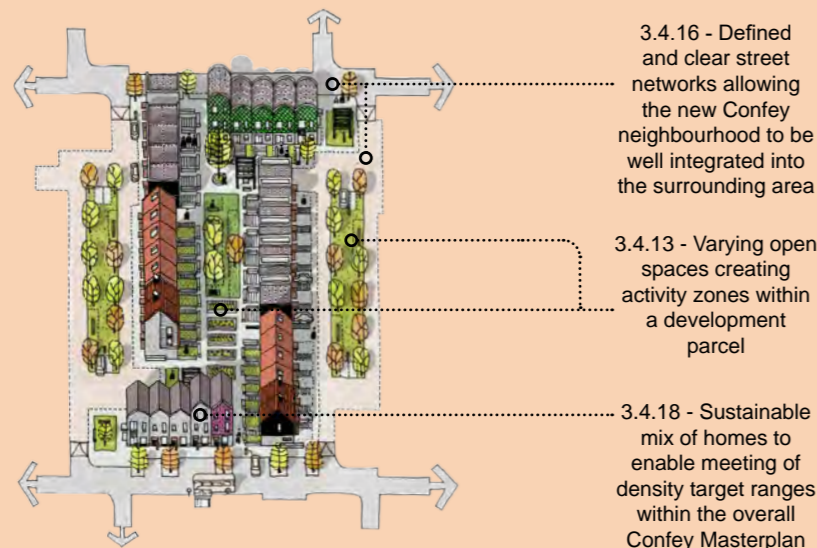
The most successful and sustainable communities are the ones that contain a good variety of things to do, see and enjoy. This means providing a good mix of uses, housing, facilities and amenities that help to engender a successful community.

The lands at Confey are uniquely positioned to create a new urban district that capitalises on its location within the town of Leixlip, with access to high quality transport infrastructure including public transport services.



### Confey Parameters for variety across the area

- Activities generated by the development contribute to the quality of life
- Uses that attract the most people are in the most accessible places
- Neighbouring uses and activities are compatible with each other
- Housing types and tenure add to the choice available in the area
- Opportunities have been taken to provide shops, facilities and services that complement those already available in the surrounding areas.



## Types of Development

**3.4.1** The Confey Masterplan designates the subject lands for residential development together with schools and other supporting mixed-use Infrastructure including childcare services. The types of development that will be 'permissible in principle' and 'open for consideration' in the three main land use areas are set and accord with the zoning objectives and zoning matrix set out in the LAP, **Section 13 Land Use Zoning Objectives** and **13.1 Land Use Zoning Matrix**. These represent the broad nature of land uses that are fixed for each Character Area.

### Ensure uses attracting the most people are in the most accessible locations

**3.4.2** This Design Code seeks to ensure that non-residential floorspace is appropriately distributed across the Masterplan lands in a manner that can integrate with residential development, create sustainable communities and also make efficient use of transport infrastructure and services.

**3.4.3** The urban centre planned at MU1, MU2, MU3 and Community Hub lands **must** be the key focal areas for employment, civic, community, educational, service and retail uses within the masterplan lands.

**3.4.4** Buildings in these mixed use areas **should** therefore be designed to accommodate variety and flexibility in use.

**3.4.5** Proposals **must** co-ordinate residential, educational, employment and communal uses and integrate such with transportation infrastructure in a manner that maximises and makes efficient use of existing and planned future public transport services and local facilities.

**3.4.6** Proposals **must** promote a mix of uses around the public transport nodes so as to create a viable, active urban centre.

### Ensure neighbouring uses and activities are compatible with each other

**3.4.7** Land uses within each site **should** be in accordance with their respective Parameter Plans. Refer to the Masterplan, **3.13 Character Areas** for further guidance.

**3.4.8** Land uses within the development **should** create focal points and activity zones in the most suitable locations.

**3.4.9** Primary land uses **should** be in accordance with those of the surrounding area and not compete with them

**3.4.10** Different uses within mixed-use buildings and blocks, **should** be clearly identifiable and suitable to their location.

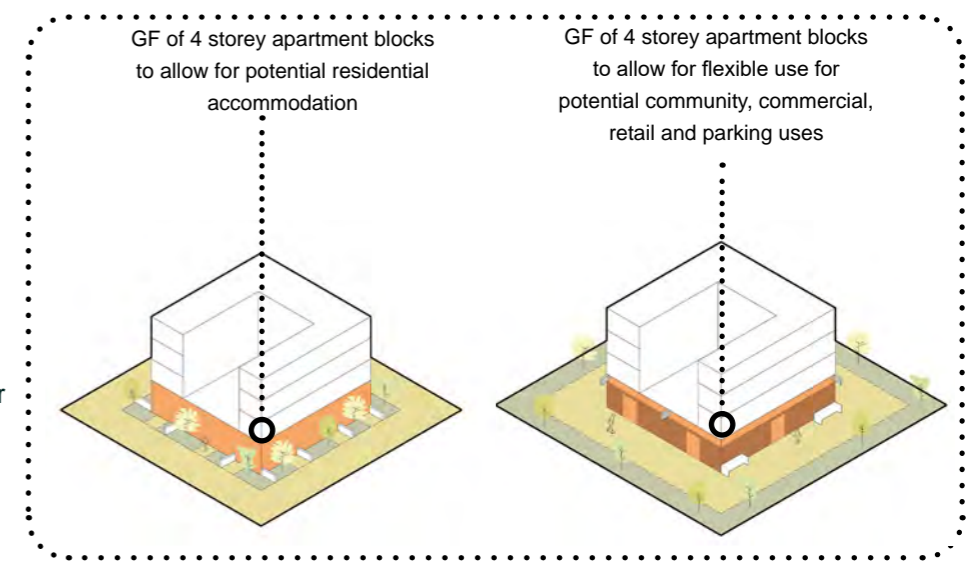
### Ensure housing types and tenure add to the choice available within the area

**3.4.11** Proposals **should** support the development of sustainable communities and to ensure that new residential development is carried out in accordance with Government policy in relation to the development of housing and residential communities, catering for a range of dwelling types, sizes and tenure options.

### Ensure provision of shops, facilities and services that compliment those already available within the neighbourhood

**3.4.12** Proposals **should** ensure a sustainable mix, the uses identified in this section are subject to minimum and maximum floorspace and density target ranges as prescribed per the Masterplan, in the case of residential densities, the Sub Sectors designated within.

**3.4.13** Applications for 10 dwellings or more **must** be accompanied by a Design Statement that demonstrates how the proposal falls within the relevant density margin.



Above: Diagram relating to 3.4.9

# CONFHEY LANDS

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Design Code

4.Site

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04



## 4.1 Efficiency

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

High-level Government policy in the shape of the Climate Action Plan establishes the importance of reducing the energy requirements and greenhouse gas emissions associated with residential development.

There are two main strands within designing places for climate change – mitigation and adaptation. This section seeks to cover mitigation, which addresses how places can be designed to reduce the impact of climate change.

This means reducing the energy requirements of new homes. A balance often needs to be struck between the energy embodied in new homes – the energy used in manufacturing and transporting materials as well as that used on site, their likely lifespan and the energy that will be needed to run the homes over their lifetime.

Sustainable new housing should make good use of land by increasing densities, where such sites are easily accessible by public transport. Even the most energy efficient homes will not be considered sustainable by most measures if they can only be accessed by car. Efforts should also be made to ensure that the location of developments permits access by walking and cycling.



### Confey parameters for an efficient neighbourhood

- The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design
- Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems
- Buildings, gardens and public spaces are laid out to exploit the best solar orientation
- Appropriate recycling facilities are provided

### Sustainability Principles

The sustainability strategy for the overall development aims to maximise the site's overall potential to address environmental, social and economic issues, making use of existing infrastructure as well as proposing items of high potential. Kildare County Council strives to be a leader in the field of climate change adaptation, and as such the strategy proposed demonstrates a high level of ambition, with a particular emphasis placed on retention and improvement of biodiversity as well as local energy generation.

The 'Engineering and Sustainability report', has been developed to supplement this design code and accompanying document.

### A Low Carbon Community

- 4.1.1 Each development **should** include energy demand reduction measures including passive design.
- 4.1.2 Each development **should** provide optimal levels of sunlight and daylight, through building orientation, shallow plans and fenestration design.
- 4.1.3 A range of design measures **must** be deployed to avoid negative environmental impacts, including noise, pollution and any potentially negative micro climatic effects.

### Efficient Cycling, Pedestrian & Public Transport Infrastructure

- 4.1.4 One of the main drivers of the development is to reduce the reliance on the car. This **must** be a key factor in the design and layout of the scheme, both within the site and in connection to the wider context.
- 4.1.5 Streets **must** be designed to promote cycling as both a leisure activity. Refer to Supplementary 'Strategic Transport and Mobility Report' and Section '3.2 Connections'

### Making the Most of Water & Recycling Waste

- 4.1.6 Conservation and the reuse of water is to be strongly encouraged and each development **should** maximise the use of natural resources through rainwater harvesting and sustainable drainage techniques.
- 4.1.7 Each development **must** include a strategy for segregated waste recycling collection.

### Ecological Network

- 4.1.8 Each development **should** utilise the site's intrinsic resources including: climate, land-form, landscape and ecology to maximise energy conservation and amenity.
- 4.1.9 Urban nature conservation measures **must** support biodiversity.
- 4.1.10 Each development **must** retain as much of the existing tree stock as is possible and streets and squares **must** be generously planted with new trees.

### Sustainable Design Principles

- 4.1.11 The design of buildings **should** take a 'first principles' approach to sustainability during initial layout design and a 'fabric first' approach to sustainability during detailed design. This will ensure inherent sustainability within the design and reduce reliance on sustainable technology.





## 4.2 Distinctiveness

### How does the proposed development create a sense of place?

Each successful community should have a distinct and special character. That is not to say that each community should compete with or upstage the rest – some of the most successful areas have a quiet, easy charm. Nonetheless, each neighbourhood will have its own rationale that gives it some differentiation as means of identification from the surrounding neighbourhoods

Much of an area's character will be derived from elements considered in the other headings outlined within this Design Code, including but not limited to the variety of uses, layout, architecture and materiality. The combination of these must come together in such a way as to give each neighbourhood its own identity.

Key to the success of a neighbourhood are features which foster a sense of belonging. Additionally, landmarks and recognizable features aid in way-finding for newcomers. Being able to successfully orientate their way around an area is a key determinant in people's sense of personal security and safety. These distinguishing features encompass public art, green spaces, civic structures, and even the alignment of building façades at intersections or the conclusion of routes. Urban and architectural design also play a significant role in shaping a community's identity.

### Confey parameters for an distinctive neighbourhood



- The place has recognisable features so that people can describe where they live and form an emotional attachment to the place
- The scheme is a positive addition to the identity of the locality
- The layout makes the most of the opportunities presented by land and ecological features to create a memorable layout
- The proposal successfully exploits views into and out of the site
- There is a focal point to the scheme

### Landmark Buildings & Key Corners

- LB.01:** In the interest of place making and improving legibility, Local Landmark Buildings are permissible at key locations that will establish both urban centres and designated local nodes
- LB.02:** Buildings that exceed the prescribed general buildings heights *should* only be provided at these designated landmark locations.
- LB.03:** Focus on building design as opposed to building height is the key determinant in producing an acceptable Landmark Building. Landmark Buildings *should* therefore be designed in a manner that is distinctive from surrounding buildings both in terms of architectural treatment and use of materials.
- LB.04:** To further emphasise their place-making function, Landmark Buildings & key corners *must* incorporate high quality public realm treatment in terms of surrounding street planting, furniture, lighting and materials etc.
- LB.05:** Design Statements for Landmark Buildings *must* also analyse and illustrate the impact of the proposed development in relation to its immediate and wider context including views/vistas within and beyond the Masterplan lands and in terms of sunlight and daylight effects on the surrounding buildings
- LB.06:** Landmark buildings & key corners *should* seek to incorporate 'special' materials at ground floor. Applicants may choose from a full variety of materials and playfulness is strongly encouraged. Refer to Masterplan **Section 3.12**



Goethe Institute,  
© Henschion Reuter Architects



Pensthorpe play Barn,  
© Adam Kahn Architects



Dujardin Mews, © Karakusevic Carson



Newhall Be, © Alison Brooks

Distinctive roof forms defining properties and variety to streetscape furthering the sense of place in a development



## Character Areas - Definition

### CA.01: SUMMARY OF CHARACTER AREAS

The Confey Masterplan lands are formed by a series of defined character areas, each with its own distinct relationship, connected through a wider strategy of architecture, materiality, landscape and design features. These areas are identified on the adjacent plan.

Each character area is broken down on the following pages, each of which contains the following guidance;

- A headline setting out mandatory design principles
- Recommended number of homes
- A character area diagram illustrating the design principles of the character area
- Examples of more detailed design elements at key location within the character areas.
- Location and design guidance for the key open spaces within each character area

The layouts on the following pages are in compliance with the Masterplan parameters, however they only represent one potential outcome and should not be read as definitive





### Character Area - R1

#### LOCATION & DESCRIPTION

- R1.01:** This character area is located on the south western corner of the Masterplan, bounded to the south by the Royal Canal Green-way, with which it **must** create a strong connection. This area is primarily residential in it's nature, with green connections immediately to the south while also providing green links northwards through a central spine and along the western boundary to link into the wider green infrastructure present throughout the site.
- R1.02:** Character area **should** be designed in a manner that complements the design and layout of MU 1 providing a mix of residential development in the form of houses, duplex and apartment style living within buildings of 2-4 storeys with a strong architectural design facilitating this level of development.
- R1.03:** The overall residential capacity of this character area **should** achieve c. 470 units.
- R1.04:** The southern edge of R1 lands **must** form an extension to the existing Green-way lands with new buildings fronting onto the Green-way and Royal Canal providing passive supervision of this area, while also creating an inviting area for users.

- R1.05:** The design and layout of R1 lands **must** provide a sufficient set back in order to facilitate a new green pedestrian/cycle link which **should** extend from the Royal Canal Green-way in a northern direction.
- R1.06:** Building frontage onto this new amenity green space **must** be designed in a manner that encourages and ensures the safety of users passing through this space.
- R1.07:** The western extremities of this character area **must** provide for a reduced scale of development to facilitate a transition from 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

Indicative density range:  
**35dph - 50dph**  
 Approx. Net Developable Area :  
**10.25 ha.**

Key Descriptors:

-  Height: 2-4 Storeys
-  Shared surfaces / shared movement
-  Tranquil & green



### Character Area - R2

#### LOCATION & DESCRIPTION

- R2.01:** This character area is located close to the north west of the wider Masterplan, bordered to the north by open space 3. This area also maintains a strong connection with the proposed community building and school, which forms part of it's eastern border, while also connecting to section MU2 and community play-space and gardens. This area **must** be primarily residential in it's nature, with a central green link which forms a connection from the community and education hub southwards towards the royal canal Green-way, through Sections R1 .

*This section should provide the following features:*

- R2.02:** The overall residential capacity of this character area **should** achieve. c. 230 units.
- R2.03:** This character area **should** provide for a new permeable residential neighbourhood with vehicular access provided along a new link road to the north.

- R2.04:** A pedestrian/cycle green link **must** extend through the site roughly following the 500m perimeter distance from Confey Railway Station connecting to R1 lands to the south.
- R2.05:** The site **must** adjoin the new arterial route to the east extending northward connecting this area to an upgraded L1015 to the south west via a new link road which **should** be provided along the northern extremities of the lands.
- R2.06:** The development of this area **must** provide frontage and passive surveillance of the adjoining transport corridors whilst also integrating seamlessly with the adjoining mixed use lands identified within MU2

Indicative density range:  
**35dph - 40dph**  
 Approx. Net Developable Area :  
**6.65 ha.**

Key Descriptors:

-  Height: 2-4 Storeys
-  Upgrades to existing road network
-  Green link to Communal Amenities





### Character Area - R3

#### LOCATION & DESCRIPTION

**R3.01:** This character area is located close to the centre of the wider Masterplan, maintaining strong connections to the proposed community building, community garden & play-space, primary school and open space 2. This section **should** provide the following features:




This character area **should** provide c. 125 homes

**R3.02:** The development of this residential character area **should** 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).

**R3.03:** A pedestrian/cycle connection extending in a northern direction off the new link road **must** be reserved to serve this area, the proposed school site and to maintain a permeable link to lands to the north.

**R3.04:** Development within this character area **should** generally be in the form of traditional 2/3 storey building typologies.

**R3.05:** The design and orientation of new dwellings **must** provide passive surveillance and safe connections to schools and community spaces, for 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.

<p>Indicative density range:</p> <p><b>35dph - 50dph</b></p> <p>Approx. Net Developable Area :</p> <p><b>3.01 ha.</b></p>	<p>Key Descriptors:</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Height: 2-3 Storeys</p> </div> <div style="text-align: center;">  <p>Tranquil &amp; green</p> </div> <div style="text-align: center;">  <p>Child friendly streets</p> </div> </div>
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Character Area R3, Indicative Boundary

### Character Area - R4

#### LOCATION & DESCRIPTION

**R4.01:** This character area is bordered to the west by the proposed community hub and to the east by Open Space 2. The area consists of homes, also containing a pocket park along its southern border, which links into the community hub and provides links north towards the larger park. This pocket park also provides a buffer to the site.




This section **should** provide the following features:

**R4.02:** This character area **should** provide c. 140 homes

**R4.03:** The link road proposed within this area **should** extend from R3 through the lands and connect with the R149 to the south facilitating a new cul-de-sac roadway serving existing dwellings to the south.

**R4.04:** Development within this character area **should** generally be in the form of traditional 2-3 storey building typologies.

**R4.05:** The design and orientation of new dwellings **must** address and provide passive surveillance of the proposed new link road.

<p>Indicative density range:</p> <p><b>35dph - 50dph</b></p> <p>Approx. Net Developable Area :</p> <p><b>3.94 ha.</b></p>	<p>Key Descriptors:</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Height: 2-4 Storeys</p> </div> <div style="text-align: center;">  <p>Tranquil &amp; green</p> </div> <div style="text-align: center;">  <p>Child friendly streets</p> </div> </div>
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Character Area R4, Indicative Boundary



### Character Area - R5


#### LOCATION & DESCRIPTION

- R5.01:** Character Area R5 is situated along the northern boundary of Confey Lands Masterplan, comprising largely of a homes with a large portion of open green space. This section **should** provide the following features:
- R5.02:** This character area **should** 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.
- R5.03:** Built form **should** provide for apartment living within buildings of 3-4 storeys to the west. More traditional housing typologies of 2-3 storeys **should** be located to the east.
- R5.04:** The overall residential capacity of this character area **should** achieve a larger of c.140 homes.

- R5.05:** Alongside the provisions set out for MU3 the southern edge of this character area **should** form an extension to the existing Green-way lands with buildings fronting onto the Green-way and Royal Canal providing passive supervision of this area.
- R5.05:** The design and layout of this character area **should** 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 **should** be provided towards the eastern extremity of these lands.

Indicative density range:  
**35dph - 50dph**  
 Approx. Net Developable Area :  
**2.93 ha.**

Key Descriptors:

-  Height: 2-4 Storeys
-  Shared surfaces / shared movement
-  Tranquil & green



### Character Area - R6




#### LOCATION & DESCRIPTION

- R6.01:** Character Area R6 is situated along the northern boundary and eastern boundary of Confey Lands Masterplan, comprising largely of homes with the provision of green space at the North Eastern corner of the Masterplan, while connects to Open Space 2. This section is the smallest of the character areas within the Masterplan, providing a density of 35 dph, providing c. 220 homes.
- This section **should** provide the following features:
- R6.02:** This character area **should** provide c. 220 units.
  - R6.03:** Development within this area **must** be orientated in a manner that provides passive surveillance of the adjoining open space lands.

- R6.04:** Pedestrian and cycle connectivity **must** be provided to connect the adjoining open space and amenity spaces to the west and the south of R6.
- R6.05:** Parklands to the west **must** also be facilitated.
- R6.06:** The built form in this area **must** provide for a reduced scale of development adjoining the agricultural zone. This is reflected in the overall heights strategy.

Indicative density range:  
**35 - 40 dph**  
 Approx. Net Developable Area :  
**5.67 ha.**

Key Descriptors:

-  Height: 2-3 Storeys
-  Tranquil & green
-  Child friendly streets





### Character Area - R7

#### LOCATION & DESCRIPTION

**R7.01:** Character Area R7 is situated along the northern boundary of Confey Lands masterplan, comprising largely of a homes with a large portion of open green space.

This section **should** provide the following features:

**R7.02:** This character area **must** be designed around a central open space which **must** retain existing trees and hedgerows.

**R7.03:** The area **must** maintain a strong relationship with R3 where views are set up towards the historical ruins of Confey Castle

**R7.04:** The built form **should** provide frontage, in so far as is reasonably possible, along the full length of the public open space to ensure the pocket parks are well overlooked.

**R7.05:** Although this area will comprise mainly of houses, the built form **should** also provide for apartment/duplex living within buildings of 3-4 storeys along the principal routes.

**R7.06:** The overall residential capacity of this character area **should** achieve a target of c.200 homes.

**R7.07:** The southern edge of this character area **should** form link into the community facilities to the west of the site with future links provided for to the north.

Indicative density range:  
**35 - 40 dph**  
 Approx. Net Developable Area :  
**6.48 ha.**

Key Descriptors:

- Height: 2-4 Storeys
- Shared surfaces / shared movement
- Tranquil & green



### Character Area - MU1

#### LOCATION & DESCRIPTION

**MU1.01:** MU1 forms one part of the commercial spine to the overall Confey lands from Cope Bridge and Confey Railway Station. This area comprises of mixed use lands and invites visitors across the redeveloped Cope Bridge and from the Royal Canal Green-way through the provision of a civic space leading to a new extension of Confey Main street.

This section **should** provide the following features:

**MU1.02:** New street mentioned above **must** comprise of 3-5 storey buildings.

**MU1.03:** Streets **must** be designed in accordance with DMURS in a manner which appears narrow through the use of surface materials, islands, landscaping and street furniture.

**MU1.04:** In this regard, the new street **should** have adequate vehicular capacity but **must** have a more pleasant urban pedestrian character than that of a more traditional 'through road'.

**MU1.05:** MU1 **must** consist of a number of hybrid/mixed use building types forming a continuous street and providing an active frontage onto public spaces.

**MU1.06:** MU1 **must** respect for existing buildings located to the north east of this land parcel.

**MU1.07:** At ground floor level this form of development **should** 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.

**MU1.09:** The southern boundary of MU1 forms an extension to the existing Green-way lands with new buildings and potential canal side plaza fronting onto the Green-way and Royal Canal which **must** be designed to provide passive supervision while also creating an inviting area for users.

**MU1.09:** Buildings of a contemporary design **must** be encouraged along this area ranging in height from 2-5 storeys.

Indicative density range:  
**50 dph**  
 Approx. Net Developable Area :  
**2.33 ha.**

Key Descriptors:

- Height: 2-5 Storeys
- Commercial/ Mixed use ground floor
- Creche





### Character Area - MU2

#### LOCATION & DESCRIPTION

**MU2.01:** Character Area MU2 is situated within the centre of the Confey Lands Masterplan, comprising largely of a proposed mixed use and communal usage with a smaller number of homes. This section **should** provide the following features:

**MU2.02:** The design of this area **should** provide for a small civic space and contemporary building design which **should** provide this area with a sense of identity.

**MU2.03:** Building frontage within this character area **must** address the L1015, a new link road extending north off the new street and the civic space.

**MU2.04:** The provision of a hybrid/mixed use building **should** be developed to attract residents and visitors along the new street when entering the neighbourhood from Confey Railway Station and the Royal Canal to the south.

**MU2.05:** Character area provides a significant opportunity for the development of a new landmark building, the development of which **should** be considered to compliments the proposed Community Hub.

**MU2.06:** Buildings of a contemporary design **must** be encouraged along this area ranging in height from 2-4 storeys.

<p>Indicative density range:</p> <p><b>50 dph</b></p> <p>Approx. Net Developable Area :</p> <p><b>1.26 ha.</b></p>	<p>Key Descriptors:</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Height: 2-4 Storeys</p> </div> <div style="text-align: center;">  <p>Commercial/ Mixed use ground floor*</p> </div> <div style="text-align: center;">  <p>Taller buildings along R149</p> </div> </div>
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\*the lands at MU2 may accommodate a larger anchor retail unit of c. 1200sq.m if required at a later phase



Character Area MU2, Indicative Boundary

### Character Area - MU3

#### LOCATION & DESCRIPTION

**MU3.01:** Character Area MU3 **must** be developed in consultation with Confey GAA Club and any such development shall be delivered in Phase 5 of the proposed development

**MU3.02:** A new street design connecting Confey Railway Station to a new central community hub **should** be provide a number of local services including a convenience food offering.

**MU3.03:** To the east of the new street, MU3 **should** provide for a c. 1200m2 convenience anchor store capable of serving the weekly needs of residents.

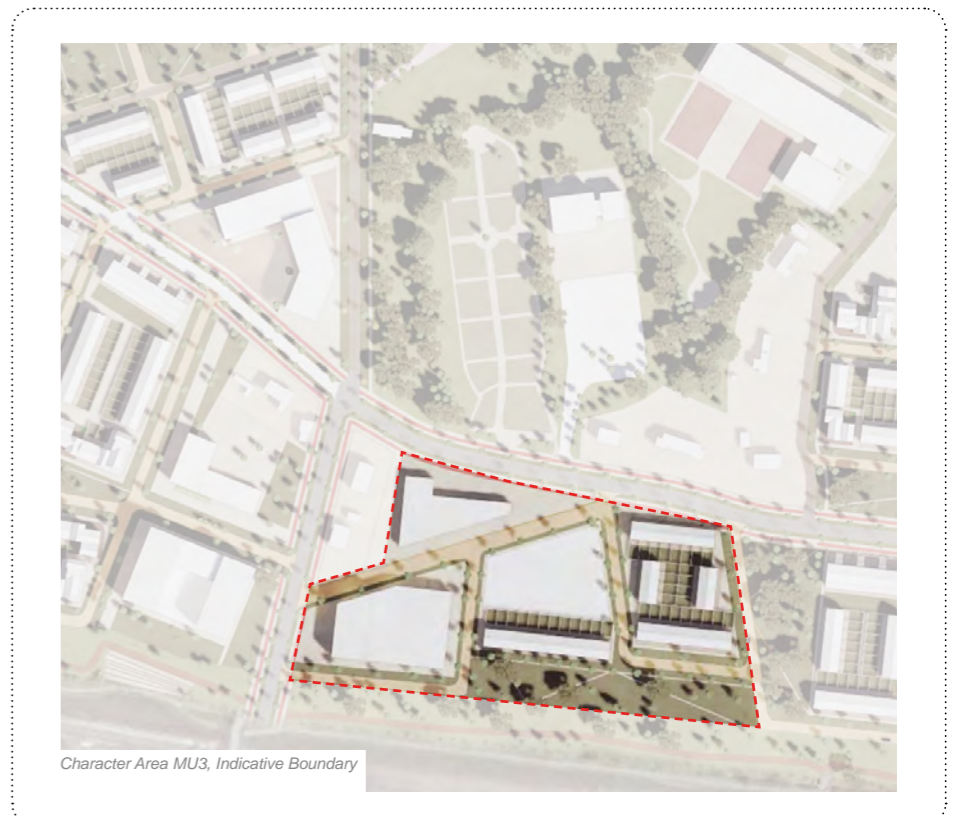
**MU3.04:** This main anchor unit **should** be designed in a manner which provides frontage onto the new street whilst also sitting seamlessly alongside adjoining buildings.

**MU3.05:** The main anchor unit shall be supported by c. 10-15 smaller units ranging in size from 50-100m2.

**MU3.06:** The main anchor **should** 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.

**MU3.07:** Buildings of a contemporary design **should** be encouraged along this area ranging in height from 2-4 storeys.

<p>Indicative density range:</p> <p><b>50 dph</b></p> <p>Approx. Net Developable Area :</p> <p><b>2.73 ha.</b></p>	<p>Key Descriptors:</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Height: 2-4 Storeys</p> </div> <div style="text-align: center;">  <p>Commercial/ Mixed use ground floor</p> </div> <div style="text-align: center;">  <p>Taller buildings along R149</p> </div> </div>
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Character Area MU3, Indicative Boundary



## Character Area - Community Hub

### LOCATION & DESCRIPTION

#### CH.01:

The southern section of the proposed new Community Hub character area **must** provide the following features:

A new car parking area;

A civic/community building incorporating a dedicated performance space within lands to the immediate east of the existing cemetery and any other suitable sites in Leixlip;

A primary school adjoining the civic/community building on lands to the eastern extremities of the site;

A local recycling centre;

'Open Space and Amenity' lands to the north and north-east of the existing cemetery providing for new open space and amenity lands (proximate to the castle ruins) and adjoining playground/children's space.

It is acknowledged that the UDF required that the existing cemetery to be extended. Further investigation has identified that the adjoining ground is unsuitable for such an expansion at this location. A new site has been identified for cemetery use to the north of the Masterplan area, refer to Masterplan **Section 3.14**. This site has been identified and agreed in principle with the KCC environment department.

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

A site for possible Community Leisure Centre / Pool

The design and orientation of the proposed new blocks shall provide frontage onto the proposed new orbital link route to the south and the new link road to the west extending from the R149.



Community Hub, Indicative Boundary

#### Key Descriptors:



Communal Recycling Centre



Communal Amenity



Community & Education



Community play and garden space



Tranquil & green

## 4.3 Layout

### How does the development create people friendly streets & spaces?

The layout of a neighbourhood determines an area's character and sense of place, it's safety, security and how well it works. The same buildings arranged differently will have a very different feel to each other. Many mistakes that are attributed to bad planning are often errors of layout, a dead end or lack of overlooking for example. The layout can also dramatically impact a scheme's sustainability in a number of key ways, including solar orientation, provision of Sustainable Drainage Systems, and encouraging walk and cycle routes, for example.

The Masterplan layout arrived from a considered response to site and brief, with the grid system a rational interpretation of an efficient and legible urban structure responding to existing conditions. The Masterplan also plots the key desire lines of the site, while the alignment of some of the routes may need minor alterations to achieve usable development blocks depending on the typologies used.



#### Confey layout parameters

- Layout aligns routes with desire lines to create an interconnected series of routes that are easy and logical to navigate around.
- Layout focuses activity on the streets through active frontages with front doors directly serving the street
- Streets are designed for people instead of for cars, with quieter routes shared surfaces for pedestrians, cyclists and drivers
- Traffic speeds are controlled by design and layout rather than by speed bumps
- Block layout places areas of public space, squares or greens in front of building lines, and some semi private space to the back as communal courts

### Relevant Guidance

- 4.3.1** To aid in a coherent approach to the design of development across the lands, the design of development **must** accord with the design led criteria set out under:
- Kidare County Development Plan 2023-2029 & Leixlip LAP, or other relevant updated S28 ministerial Guidelines;
  - Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009);
  - Design Standards for New Apartments - Guidelines for Planning Authorities (2023)
  - Retail Planning Guidelines for Planning Authorities (2012);
  - DMURS (2019);
  - The National Cycle Manual (2013)
  - Urban Design Manual (2009)
  - Building Height Guidelines (2018)
  - Cycle Design Manual (2023)
  - Quality Housing for Sustainable Communities (2020) or additional, relevant Best Practice Guidance

### Building Lines - Frontages

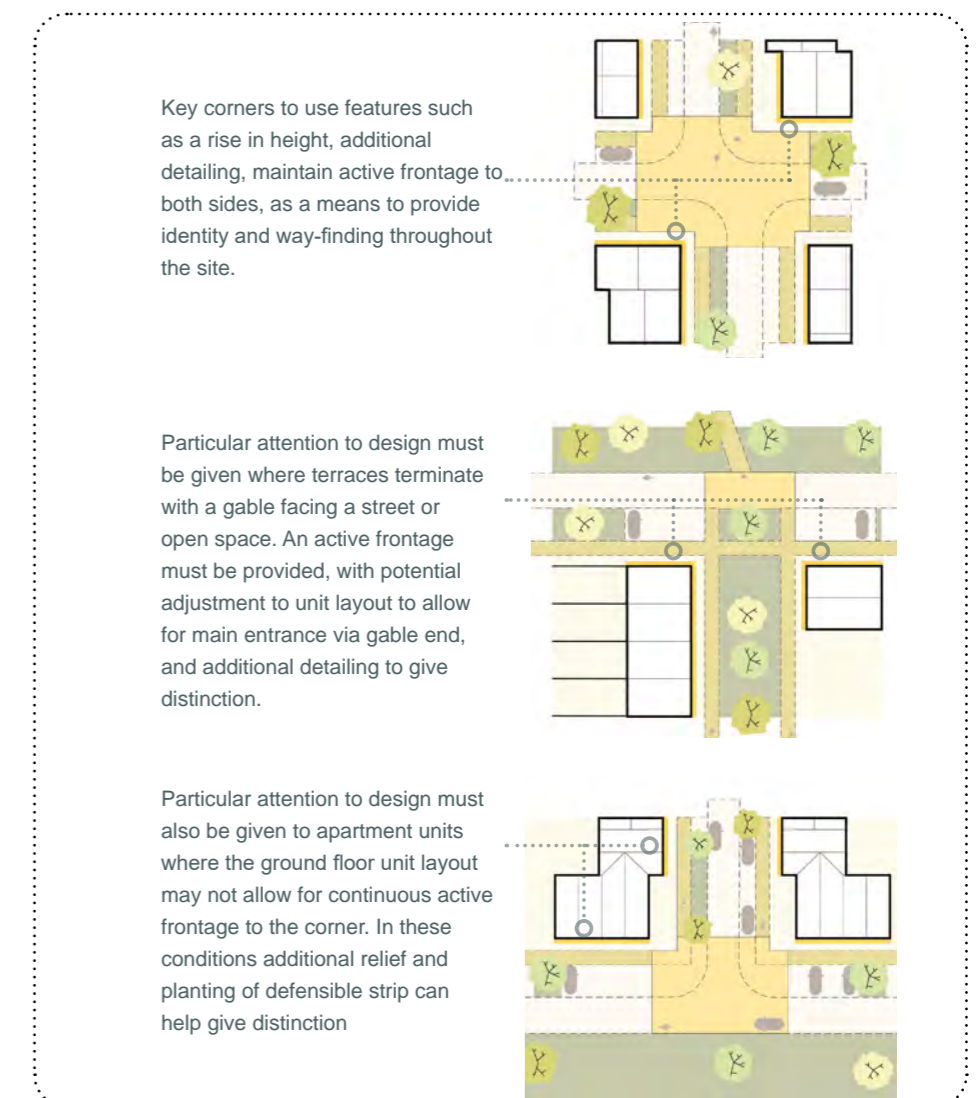
- 4.3.2** Ground floor building frontages **should** generally align parallel to the street as outlined in street hierarchy diagram
- 4.3.3** Continuity in the building frontages **must** enclose spaces and create continuous pedestrian routes.
- 4.3.4** Breaks between buildings **should** be optimised, identifying changes in scale and street character, and offering visual definition to the interaction between the street and internal courtyards.

### Privacy Zoning & Separation

- 4.3.5** Carefully detailed privacy zones of 2 to 3 metres measured from the back of pavement to the building line, **should** offer a comfortable connection to the street.
- 4.3.6** The established building line, the depth of the privacy zone, where applicable, and the building frontage **should** each remain consistent along the street.

### Building Envelope - Principal Frontages

- 4.3.7** Principal frontages **must** contribute positively to the character of the public spaces they define and form an active frontages.
- 4.3.8** Principal frontages **must** include clearly highlighted building entrances, balconies and windows, though use of high quality materials and finishes..
- 4.3.9** Principal frontages **must** minimise the use of service vents and avoid blank, undifferentiated, untreated walls at the ground floor level.



Above: Principal frontages should be identified at key junctions and intersections to provide visual aid and markers along the development



### Block Layout - Block Size & Form

- 4.3.10** | Development plots across the Masterplan **must** be shaped and defined by the street network prescribed under the Movement section of the Masterplan.
- 4.3.11** | Such blocks **should** be used to enclose private and semi-private open spaces and depending on the context and demonstration of need, larger blocks or irregular sized blocks **should** contain small scale mews development or homezones
- 4.3.12** | All perimeter blocks **must** be designed according to the following principles:
  - Active frontage to all sides.
  - Particular design attention given to corners to avoid dead or windowless façades, particularly when gabled
  - A continuity of building frontage, which relates to the local or urban context, and avoidance of overly long runs of blank walls
  - An appropriate scale of building, in line with density and heights as outlined within the Masterplan
  - Appropriate building set-backs from the street in line with the use of ground floors. This **must** relate to street network/street hierarchy as outlined in the Masterplan.
  - Adequate arrangements for car parking and access around or within blocks
  - Carefully considered subdivision of the block into plots where fine urban grain or mixed use is proposed.
- 4.3.13** | In order to encourage pedestrian permeability and ensure that streets and blocks are dimensioned to reflect their function and setting, reduced block lengths **must** be utilised across the Masterplan lands.
- 4.3.14** | Block sizes in the Mixed use areas **should** have dimensions of approx. 60 to 80m and **should** be no more than 100m. Block lengths in the Development Areas that are contiguous to the mixed use areas **should** be no more than 100 m.

### Topography - Street Interface & Urban Grain

- 4.3.15** | Although the site is reasonably flat, developments **must** respond sensitively to level changes and be laid out in a manner that avoids need for retaining walls and blank frontages.
- 4.3.16** | Gradients on all streets **should** be as gradual as possible with a gradient of between 1 in 33 (3%) and 1 in 20 (5%)

- 4.3.17** | In pedestrian streets and the urban squares a gradient change of 1 in 33 (or 3%) or lower **must** be targeted and all surfaces **should** be smooth and continuous with a gentle slope while avoiding where possible, steps in level.
- 4.3.18** | Building entrances **must** be level with the adjoining footpath or public space. Excessive level differences will not be permitted between the ground floor of buildings and the footpath.



Concept sketch, secure shared central space.

### Shared Gardens

- 4.3.19** | The space **must** be designed to be easily adapted to traditional back to back private gardens. When combined, the total area of the courtyard space, plus the private space must at least equal the space required for private back to back garden typologies.
- 4.3.20** | Every resident on the block **must** have access to the secure shared central space
- 4.3.21** | Where shared gardens are proposed, each home **must** maintain a clearly defined private gardens over looking the shared garden

### Homesteads

- 4.3.22** | A number of the blocks **should** be designed with semi-private communal spaces, surrounded by clusters of varied housing types. In these instances, every home **must** have a small, private rear garden with which opens on to a larger shared communal space, designed to engender community and promote encounters with neighbours.
- 4.3.23** | Private back gardens with low hedges or fences **should** open onto the communal green space offering a safe environment with a valuable shared social amenity.
- 4.3.24** | The landscape proposals **should** encourage interaction and cohesion through a mixed use space which is designed with the potential for residents to take ownership and (in time) adapt portions to suit themselves e.g. play spaces, community allotments and raised, accessible vegetable or flower beds.
- 4.3.25** | Bins / Bikes etc., **should** be housed in the communal spaces relieving pressure on the street-scape.



Homestead configuration as proposed

Traditional back-to-back arrangement compliant with development plan standards based on same layout as Homestead diagram to left.

# 4.4 Public Realm

## How safe, secure and enjoyable are the public areas?

The most successful neighbourhoods contain streets, squares, parks and public gardens. A neighbourhood with poor quality public spaces will rarely be improved by even the highest quality architecture – whilst a neighbourhood of ordinary buildings can be transformed through improvements to the public realm. Visitors to a housing development will often spend as much time in the public realm of a development as they do in the private zone. The public areas are a key determinant of the image that people form of the quality of a development as a whole.

All areas of open space should be designed to be inviting, safe and conveniently located for people’s homes. Designers should therefore locate open space in areas where they will be directly overlooked by people when inside their home.



### Confey public realm parameters

- All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use
- The public realm is considered as a usable integrated element in the design of the development
- Children’s play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood
- There is a clear definition between public, semi-private, and private space
- Roads and parking areas are considered as an integral landscaped element in the design of the public realm

## Pedestrian Footpaths & Access

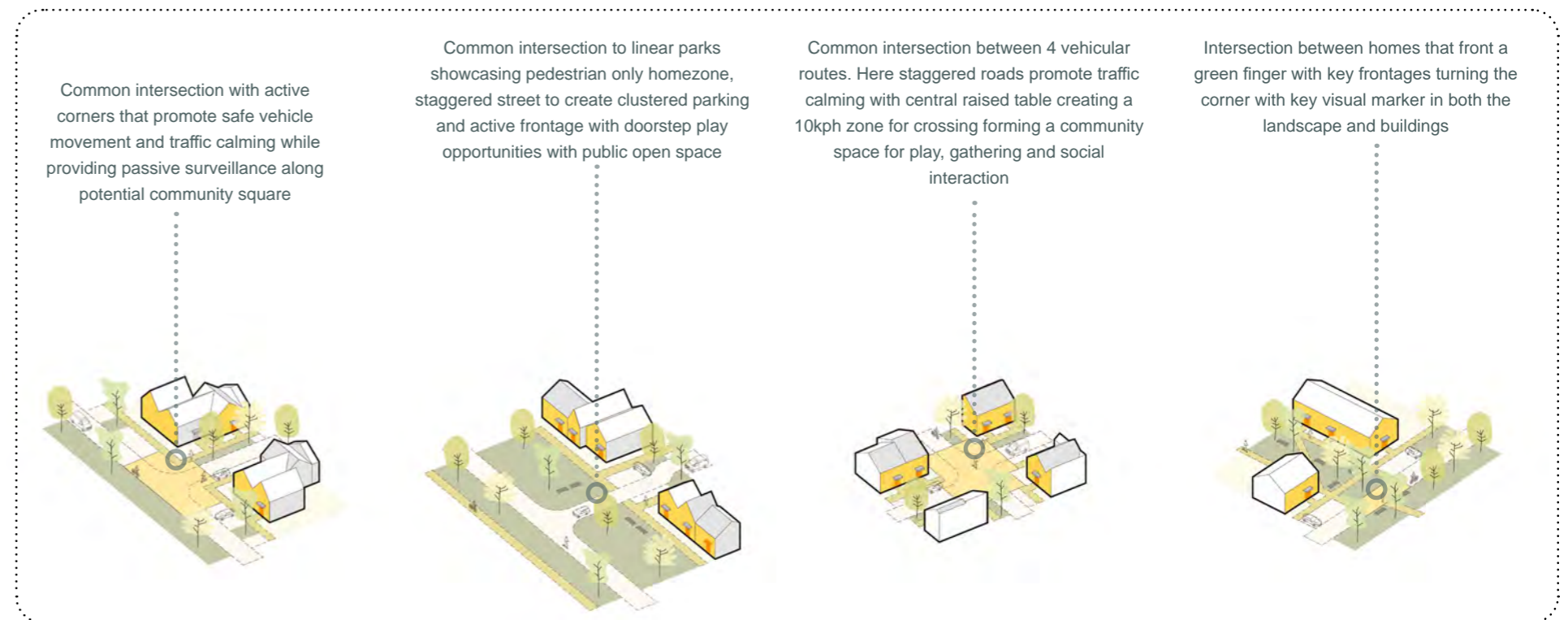
- 4.4.1 Safe and suitably surfaced routes **must** be provided throughout the site with adequate lighting.
- 4.4.2 Surfaces for pedestrian use **must** be smooth, even and suitable for wheelchair users.
- 4.4.3 Walkways **should** be hard-surfaced and raised above the surface of the parking area.
- 4.4.4 Appropriate barriers, e.g. raised planters, **should** be used to keep vehicles out of pedestrian and landscape areas.
- 4.4.5 Primary pedestrian routes **should** be emphasised through wider walkways and enhanced landscape treatments.
- 4.4.6 Pedestrian crossings **must** be provided at major vehicle intersections. Raised surfaces are encouraged.
- 4.4.7 Commercial uses **should** be encouraged to provide a mix of paving materials to be located near the main building entrances, defining the priority for pedestrian access.

## Vehicular Access

- 4.4.8 Good visibility **must** be provided in all types of vehicular roads, minor roads and shared surfaces.

## Streetscape Character & Hierarchy

- 4.4.9 Street-scapes **must** have a unique character and enhance the quality and characteristics of the site.
- 4.4.10 New street-scapes **must** include landscaping schemes that maintain local distinctiveness, character and promote biodiversity.
- 4.4.11 Pedestrian-only zones **should** be provided at points of primary pedestrian connections.
- 4.4.12 Surface finishes, street colours **should** be used to define routes, crossings and pedestrian-only zones.



Above: Diagram of example streetscape character areas with junction treatments



## Gardens & Defensible Space

- 4.4.13** | Developments **should** aim to use landscaping to create distinction between public and private spaces.
- 4.4.14** | Private and usable outdoor garden space **must** be provided in residential developments.
- 4.4.15** | Outdoor garden space, for informal recreation and enjoyment, **must** be of a size and dimension to suit the requirements of the building's occupants, in line with private amenity requirements outlined in apartment guidelines, KCC development plan or S28 guidelines as appropriate
- 4.4.16** | Outdoor amenity space for homes **must** be directly accessible from the house to allow for secure and private outdoor use and children's play.

## Courtyards & Rear Gardens

- 4.4.17** | Communal amenity space **must** be provided in accordance with the "Sustainable Urban Housing: Design Standards for New Apartments".
- 4.4.18** | The communal gardens **should** allow for tree/ large shrub planting.
- 4.4.19** | All elevations facing into courtyards **must** work harmoniously as a single element.
- 4.4.20** | The use of light coloured materials **should** be considered to maximise sun light reflection.
- 4.4.21** | Balconies and windows from the upper apartments **must** be carefully positioned to avoid, wherever possible, overlooking into private gardens/patios at ground level.
- 4.4.22** | Each courtyard **should** have a distinctive sense of identity. Materials on courtyard elevations do not necessarily need to accord to materials used on street elevations.
- 4.4.23** | Special regard **must** be paid to gable-end elevations and how the transition from street to courtyard is handled and expressed.
- 4.4.24** | Where overlooking a communal garden/courtyard, private gardens & terraces **must** maintain a clearly defined boundary

- 4.4.25** | Height of boundary walls between private gardens and terraces **should** be considered. Height of the wall should increase towards to house to ensure privacy.

## Public Open Spaces DESIGN

- 4.4.26** | The development **should** create transitional zones between public and private spaces through layers of landscaping.
- 4.4.27** | Public spaces **must** be faced by active frontages and be well overlooked.
- 4.4.28** | The development **should** provide a variety of activities taking into account the needs of different users.

- 4.4.29** | Landscaping **must** be designed to help the visitor orientate through a space.

## PLANTING

- 4.4.30** | The choice of tree species and planting **should** reflect the road hierarchy whilst encouraging and attracting biodiversity. Mature landscaping should be considered where possible.
- 4.4.31** | Vibrant and attractive planting **should** be introduced to create interesting landscape character.

## SECURITY

- 4.4.32** | Crime prevention principles **must** be strongly adopted throughout the development, including defensible space, passive surveillance, visibility, street lighting and other security measures.
- 4.4.33** | Development **must** avoid the creation of dark, hidden and badly overlooked corners, routes or spaces.

## LIGHTING

- 4.4.34** | Public lighting proposals **must** support the creation a sense of a welcoming, safe and secure neighbourhood made up of well lit streets and pedestrian routes and to reduce the risk of night-time accidents and risk.

- 4.4.35** | Light spill into adjacent properties **must** be minimised through the appropriate specification, sighting, orientation and control of lighting apparatus.

- 4.4.36** | Public realm lighting equipment **must** be robust, low energy and with a long maintenance cycle.

- 4.4.37** | The position of lighting equipment **must** be coordinated with landscape layouts to mitigate against interference from and with tree canopies, vehicle tracking, pedestrian crossings and play spaces.

- 4.4.38** | New lighting **must** be designed to minimise clutter and **must** be located to minimise conflicts with pedestrian movement within the public realm where possible.

- 4.4.39** | Light spill into areas of bat habitats **should** be minimised through the appropriate specification, sighting, orientation and control of lighting apparatus.

- 4.4.40** | Lighting **should** be pointed away from areas of habitat areas using directional lighting where possible. No light **should** fall on any areas of vegetation suitable as a commuting and/or foraging resource.



Precedent Images: Street & Pathway Lighting



## STREET FURNITURE &amp; ART

- 4.4.41** Seating **must** be provided within all key open spaces as outlined in **Section 4.2** to provide opportunity for social interaction and places for rest.
- 4.4.42** Seating locations **should** be considered in response to sunlight and micro-climate to optimise their usability throughout the year.
- 4.4.43** Street furniture **should** be carefully considered to offer attractive, functional and long lasting designs.
- 4.4.44** Furniture within the public realm **should** be primarily composed of timber and metal to ensure a level of robustness and durability
- 4.4.45** Furniture within park spaces **should** create opportunities to dwell within their landscape. Within parks, formal seating **should** be complemented by natural seating elements such as boulders.
- 4.4.46** Sustainability of the product's materials make-up **should** be considered as a selection criteria. Where possible products with low levels of embodied energy and carbon emissions, recycled content, reusable materials, recyclable materials **should** be selected.
- 4.4.47** Areas of public space and greenery **should** include the provision of adequate street furniture and public art.
- 4.4.48** Public art where provided, **should** have local significance, creating landmarks of attraction which relate to the buildings or space surrounding them.
- 4.4.49** Public art where provided **must** sit in a location that does not cause safety concerns or attract antisocial behaviour.



Contemporary public bench, © vestre



Planter, © vestre



Contemporary public bench, © vestre



Public seating, © vestre



Public seating, © vestre



Picnic Table, © vestre

4.3.48 Outdoor furniture that promotes social interaction and safe space to socialise for all ages

4.3.60 Outdoor furniture that promotes social interaction and safe space to socialise for all ages



## Playspaces

### DESIGN

- 4.4.50** | All play areas **must** be designed in accordance with the Kildare County Council Development Plan requirements.
- 4.4.51** | Public open spaces, street, formal and informal play within the Masterplan **must** be considered together to ensure the creation of a safe, navigable network of well-connected spaces, so children can play freely and access play.
- 4.4.52** | Formal play spaces **must** be designed to be multifunctional and inclusive. Consideration of the needs of all ages and users, including children, parents and carers must be taken into account during design.

- 4.4.53** | Play features and equipment within the public realm **must** use durable, robust and damage resistant materials.

### LOCATION

- 4.4.54** | Play spaces **should** be designed within the masterplan to minimise noise impact on dwellings.
- 4.4.55** | Open spaces and play areas **must** be located and designed to ensure natural overlooking and passive surveillance from adjacent routes and users of adjacent buildings to encourage informal community supervision.
- 4.4.56** | A variety of spaces **must** be provided, including those suitable for younger children located close to amenities and those suitable for a broader age range located further away.
- 4.4.57** | Formal play areas and areas for youth activity in the public realm **must** be accessible from a pedestrian pathway. Formal play areas **must** consider access needs of parents and carers (e.g. push chairs, wheelchairs).
- 4.4.58** | Play within the public realm **must** be located, orientated and designed to avoid potential conflicts with vehicle traffic.

### SAFETY

- 4.4.59** | Safety surfaces **must** be designed with the intention to prevent accidents and head injuries. Such surfaces are only required where there is movement or danger of falling.

### SEATING

- 4.4.60** | Play areas **must** include seating for children and young people. This **should** also be designed to double as potential play equipment.
- 4.4.61** | Formal play areas **must** integrate seating with good visibility between seating and play for supervising parents.
- 4.4.62** | Consideration to provide seating for adults inside the play environment **should** be given to encourage parents to engage in their children's play.

### ACTIVITIES

- 4.4.63** | Designers **should** consider the sort of challenges and activities that children may want to take part when designing play spaces.
- 4.4.64** | Formal play areas **should** be designed to promote imaginative play and integrate opportunities for children to experience risk and challenge.
- 4.4.66** | Formal play areas **should** include areas of planting and soft landscape to promote interaction between children and the natural environment.
- 4.4.67** | Play features and equipment **must** be designed to suit the character and material palette of the public space they are proposed within to ensure the public realm supports in unifying its surroundings within the Masterplan.
- 4.4.68** | In addition to formal play, incidental play **should** be provided within pedestrian priority routes and Homezones.



Precedent Image: Community Grow Space



Precedent Image: Incidental play within planting bed

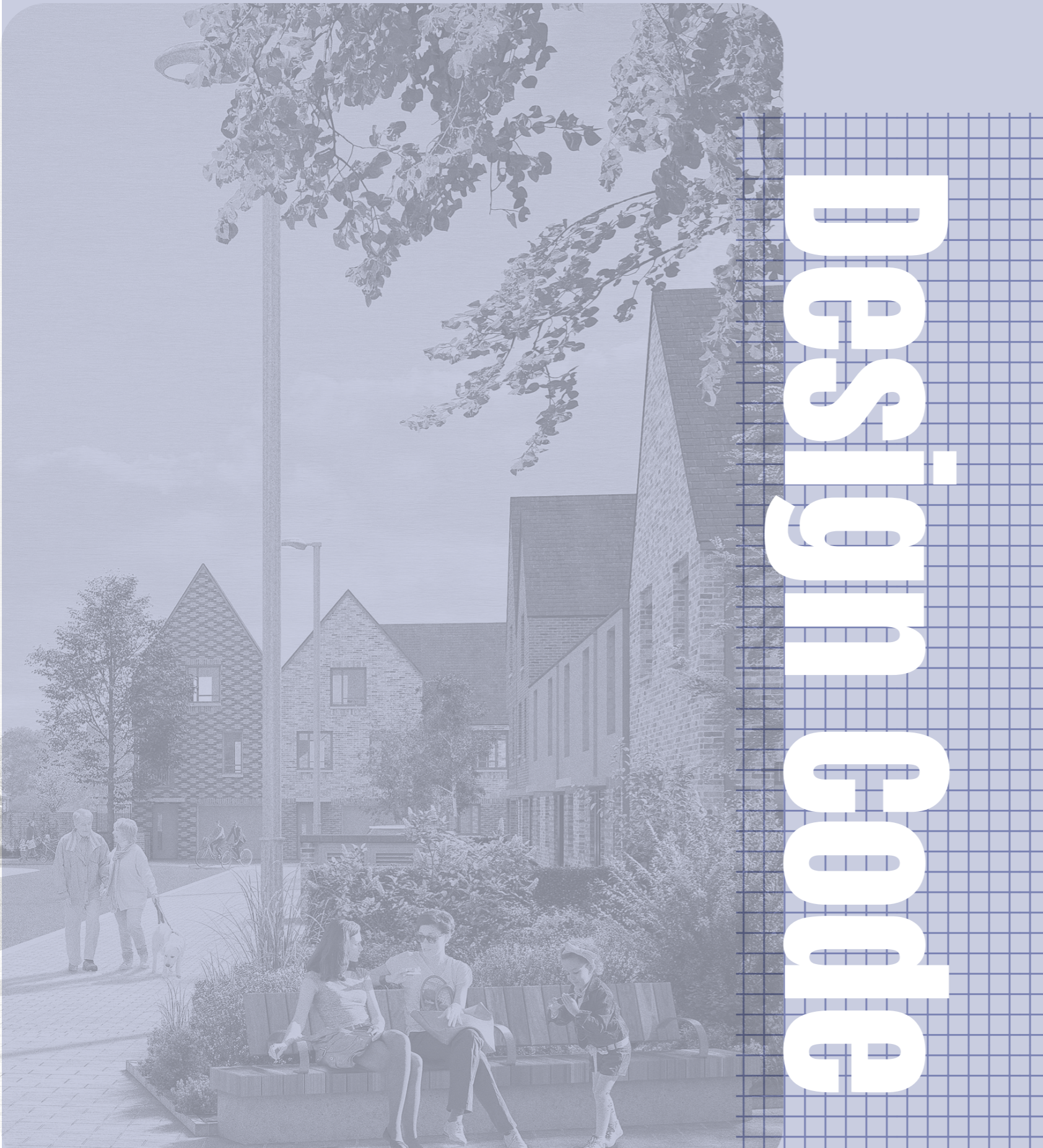
## Sustainable Landscape & Public Realm

- 4.4.69** | Streets **should** be designed to maximise the retention of existing vegetation and significant mature trees.
- 4.4.70** | Development **must** consider the surrounding green infrastructure and wildlife habitats with a view to developing strategies that link up existing wildlife corridors or create new ones as means to increase biodiversity throughout the site.
- 4.4.65** | The incorporation of green roofs and features that would improve biodiversity levels **must** be encouraged.
- 4.4.71** | Paving materials and components **should** be permeable and be assessed according to their whole life costs and maintenance.



# CONFHEY LANDS

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## Design Code

### 5.Home

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05



# 5.1 Adaptability

## How will the proposed buildings cope with future changes?

The success and sustainability of a housing development can be measured by its longevity. Much of the most successful housing of the past is still in use because it has been able to adapt to changing circumstances – for example by adapting to changing family sizes, different forms of space heating and decreased car ownership.

Earlier sections address the issue of providing housing that is energy efficient in use in order to mitigate the effect of their development on climate change and other environmental concerns, such as biodiversity and local energy production.

One of the key ingredients in successfully adaptable neighbourhoods is a stock of high quality adaptable homes.



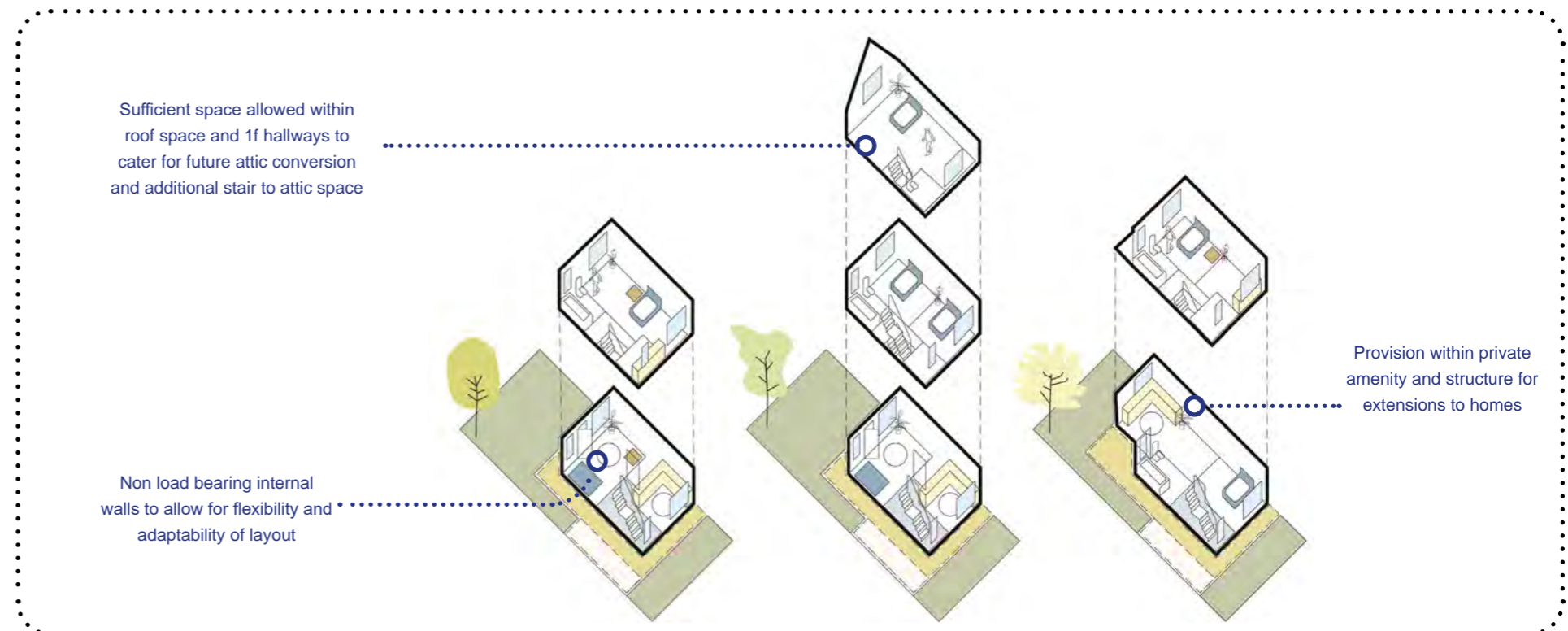
### Confey Adaptability Response Parameters

- The design exploits good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaption
- The homes are energy-efficient and equipped for challenges anticipated from a changing climate
- Homes can be extended without ruining the character of the types, layout and outdoor space
- The structure of the home and it's loose-fit design allows for the adaption and subdivision, such as the creation of an annex or small office
- Roof space can be easily converted into living accommodation

## Adaptive Design

- 5.1.1** Designers **should** draw from precedents of homes that have managed to successfully stand the test of time while providing opportunity to adapt to changes throughout the occupants lifetime.
- 5.1.2** Lessons **should** be drawn from Georgian and Victorian terraces and town houses, which show that generous space standards and an intelligent arrangement of space can allow the property to be split up in different ways.
- 5.1.3** **Section 4.1** of this design code discussed both mitigation and adaptation at a site level basis, but it is at the level of the home where these issues will have a real bearing on how people live. Of particular importance is how homes are insulated, heated and cooled. The homes we build **must** be well insulated to minimise wasteful heat loss.
- 5.1.4** Homes therefore **should** be designed to be capable of extending and adapting to meet changing needs without detracting from their appearance, composition of the street or negatively impacting the amenities of the home, or it's immediate neighbours.

- 5.1.5** The garden areas of homes **should** be of adequate proportions to allow future enlargement of the home without leaving it with an insufficiently sized private garden area.
- 5.1.6** The most common way of enlarging a home's living space is to do so without physically enlarging the building envelope, through the conversion of an attic space. Many modern home designs make it more difficult, due to the use of flat roof designs, or decreased roof pitches to reduce overall building height. Where potential for future loft conversion is desired, the pitch of the roof **should** be sufficient to provide adequate and usable floor-to-ceiling dimensions



Adaptable homes and apartments that can be extended, allow for attic conversion and flexibility of layout

## 5.2 Privacy & Amenity

### How do the buildings provide a decent standard of amenity?

Privacy and amenity are extremely basic human needs. Such matters are particularly important in higher density areas of the development, where good space standards, sound insulation and access to private open space can make the difference between pleasant urban living and a poor living environment.

Departmental design standards as outlined in 'Sustainable Urban Housing: Design Standards for New Apartments' for apartments are of particular relevance to this issue in higher density schemes, and must be followed and integrated into the design of the scheme. Similarly, design standards for private gardens for houses as outlined in the Kildare County Council Development plan must be followed, including items such as minimum depth and back to back distances.

The core objective should be the creation of homes which encourage people to make use of private and communal amenity, encouraging people to contribute towards a strong, sustainable community and the development that a place people are proud to call home.



### Confey Privacy & Amenity Response Parameters

- Each home has access to an area of usable private outdoor space
- The layout maximises the number of homes enjoying dual aspect
- Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout design
- Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units
- The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables

- 5.2.1** All homes **must** have access to an area of private external amenity space within which residents can sit comfortably without being directly overlooked
- 5.2.2** This space **should** be orientated to maximise direct sunshine during the summer months, where possible
- 5.2.3** This external amenity **should** be located immediately adjacent to the main living area of the home and should be conceived as an outside living room, usable during periods of dry, warm conditions
- 5.2.4** As a general rule of thumb, the space **should** be big enough to allow all occupants of the dwelling to sit out at the same time
- 5.2.5** Whilst most homes within the development **should** be dual aspect, single aspect homes may be provided where there is a demonstrable case in terms of benefits to the layout, consideration of the unit size and its orientation.
- 5.2.6** Designers **should** also consider how the scheme will provided a good mix of rooms for each elevation to provide a varied treatment in elevation.
- 5.2.7** People's enjoyment of their home **should** not be affected by the actions or amenities of neighbouring occupants.
- 5.2.8** By the same token, homes in more urban locations **should** be protected from the ambient noise associated with more central locations.
- 5.2.9** While many people enjoy the vibrancy of living in urban centres, for most people their home is an oasis away from the hustle and bustle of life and the design of the housing **should** reflect and support that.
- 5.2.10** A good level of sound insulation **should** be provided through the careful consideration of internal layout, building materials and planted buffers throughout the development.
- 5.2.11** As a general rule, this means that bedrooms **should** where possible, not be located immediately adjacent to neighbouring property's living areas or streets.

**5.2.12** Homes that front onto the street **should** usually not contain windows that can be looked into by passing pedestrians and where it does, separation **should** be achieved.

**5.2.13** It is important that rooms and private outside sitting areas are not directly overlooked by neighbouring residents. Rather than establish a minimum window-to-window standard, the aim **should** be to assess the impact on privacy of each layout and home design based on the following criteria;

- The site's location and residents expected levels of privacy.
- The size of the windows – both those overlooking and overlooked
- Changes in level between overlooking windows
- Ability to screen/partially obscure views through design or judicious use of planting



Accordia © Tim Crocker

Precedent Images: Planted buffers and natural materials to create boundaries between private and communal areas



## 5.3 Parking

### How will the parking be secure and attractive?

The most successful developments tend to provide sufficient parking to cope with demand in a way that does not overwhelm the appearance and amenities of the public realm. Whilst developments should be sited and laid out to encourage the most sustainable modes of transport, people will still expect to be able to own and safely park a car. Many developments that have sought to restrict car-ownership through limiting parking spaces have found that ownership levels are in reality higher than expected. The consequence of this can be informal parking elsewhere in the scheme or on neighbouring streets south of the canal which can inconvenience residents and detract from the quality of the place.



### Confey Adaptability Response Parameters

- Appropriate car parking is on-street or within easy reach of the home's front door
- Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation
- Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces
- Materials used for parking areas are of similar quality to the rest of the development
- Adequate secure facilities are provided for bicycle storage

### Car Parking Standards

- 5.3.1** | In order to promote sustainable travel patterns, this Masterplan **should** aim to minimise the number of car spaces and maximise their use within the lands.
- 5.3.2** | A detailed car parking strategy and Mobility Management Plan that facilitates shared or reduced use of car parking by different uses **must** be submitted with applications.
- 5.3.3** | To allow for more efficient turnover of spaces, on-street parking (where provided) **should** be considered.
- 5.3.4** | The car parking standards for the key land uses in Confey are set out under the Kildare County Council Development Plan, or other relevant updated S28 ministerial guidelines, as appropriate. The standards are **maximum** parking standards and therefore **should** not be viewed as a target.
- CAR PARKING**
- 5.3.5** | Parking **must** not dominate street-scapes and should be carefully considered as part of the overall public realm in terms of layout, surface treatment and landscaping. External parking should primarily be provided on-street in accordance with the recommendations of DMURS (2019).
- 5.3.6** | On-street parking along mixed use and higher density streets including both urban centres, particularly where the majority of parking is supplementary, **should** primarily serve visitors.
- 5.3.7** | A mixture of on-street parking for visitors and residents **should** be provided in all other areas and where paid on street parking is provided the said parking scheme **must** mirror those currently operating in the County Council
- 5.3.8** | A range of less formal or alternative parking arrangements **should** be used along Local Streets where densities range between 35-50 dwellings per hectare. This **should** include a mixture of on-street and on-curtilage parking.

### Parking Strategy

#### PODIUM CAR PARKING

- 5.3.9** | Podium/under-croft parking above ground level **must** be surrounded by other uses so that active frontages are maintained along the streets.

#### CAR PARKING ENTRANCES

- 5.3.10** | Car parking entrances **must** be designed as part of the building façade but **must** not be located on principal frontages and be secure and overlooked.
- 5.3.11** | Where possible, podium/under-croft car parking **must** be serviced via passive ventilation, minimising the need for mechanical ventilation and reducing running costs

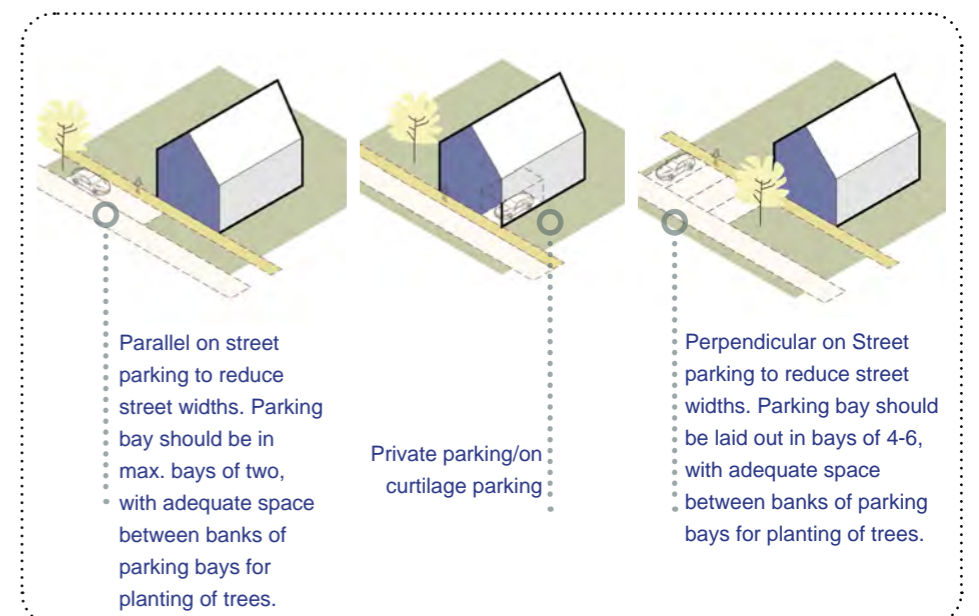
#### ON-STREET CAR PARKING

- 5.3.12** | Car parking spaces **must** be located on a level surface.
- 5.3.13** | Landscaping **should** be incorporated into parking areas and **should** take precedence, meaning a reduced availability of parking spaces.
- 5.3.14** | Parking provision for people with disabilities **must** be included and proximity to accessible units considered.

#### LOADING BAYS

- 5.3.15** | Loading and servicing facilities **should** be provided through a combination of on-street bays and on-curtilage docks designed in accordance with DMURS (2013).

#### Parking Bay Typologies



## 5.4 Detailed Design

### How Well Thought Through is the Building & Landscape Design?

The preceding chapters have shown how design can positively affect the success of a housing development from the scale of the district through to the individual dwelling.

While strategic considerations such as location, connections, and sustainability will determine much of the success of a scheme, the finished quality can have a significant effect on a development's character, sense of place and legibility. Quality in the detail of the architecture and landscape design will help each of the elements covered by this design code to meet their full potential.



#### Confey Detailed Design Response Parameters

- The materials and external design make a positive contributions to the locality
- The landscape design facilitates the use of the public spaces from the outset
- Design of the buildings and public space 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
- Care has been taken over the sighting of flues, vents and bin stores

### Entrances & Thresholds

Building entrances are important moments, they signal arrival and transition between private and public space. Entrances vary in scale and range from small scale domestic front doors to communal lobbies and shop fronts.

#### INDIVIDUAL PRIVATE ENTRANCES

- 5.4.1 | The entrance to residential buildings **should** be designed to mark the transition between public and private space.
- 5.4.2 | Front entrances and threshold areas **must** be considered in relation to the location of the buildings, to add coherence to the design and contribute to public realm safety.
- 5.4.3 | Front entrances **should** be distinctive and in keeping with the design of the main façade.
- 5.4.4 | All entrances **must** be covered/sheltered and provide level access and sufficient drainage to prevent flooding.
- 5.4.5 | The design of entrances **must** have regard to *Secured by Design* principles, providing natural, passive surveillance from a point of safety inside the dwellings.

#### COMMUNAL ENTRANCES

- 5.4.6 | Main entrance conditions across the Masterplan when visible from the street **must** be highlighted and accented.
- 5.4.7 | Small set backs to facilitate articulation and covered entrances **should** be utilised.

Ensure overlooking to public streets and open space to ensure passive surveillance.  
Blank frontages to be avoided



Active frontages diagram



Rahbek Hus © Praxis



Hamstead Mansions © Sergison Bates



Kings Crescent Estate © Nick Kane



Brentford Lock West © Mark Hadden

### Mixed Use Integration & Operation

- 5.4.8 | Residential dwellings above non-residential **must** have separate and distinct access.
- 5.4.9 | Elevations and massing of mixed use **must** be distinct from the adjacent residential dwellings.
- 5.4.10 | Retail and commercial units **should** maximise the use of glazed façades to provide animated frontages.
- 5.4.11 | Spill out activities **should** be allowed for commercial units to provide an animated open space environment.

### Buildings Breaks & Corners

- 5.4.12 | **BUILDING BREAKS & GABLE ENDS**  
Building breaks **should** contribute to place-making and increase the level of sunlight for the spaces behind the façade.



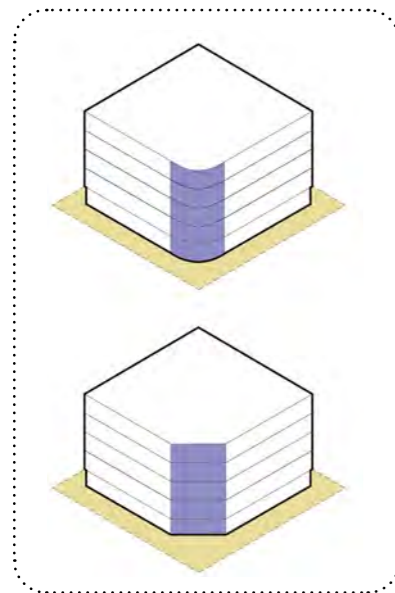
**5.4.13** | Building breaks **must** contribute to the transition between different street characters.

**5.4.14** | Gable-ends **must** articulate the transition between street façades and courtyard façades. Balconies, windows, different materials and colours **should** provide the transition.

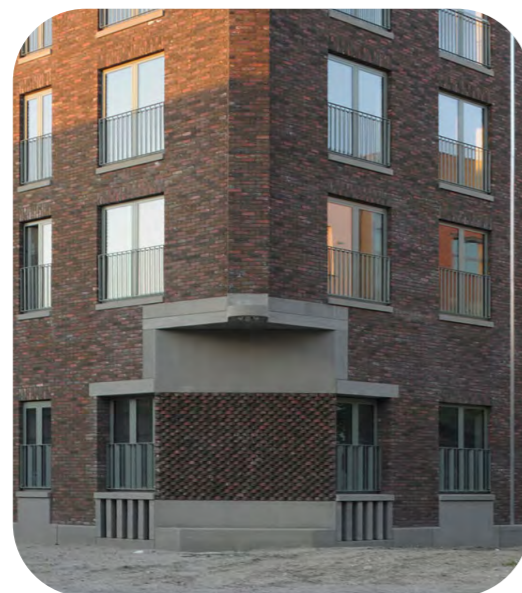
#### CORNER BLOCKS

**5.4.15** | Corner Blocks **should** mark turning points and contribute to wayfinding.

**5.4.16** | Corner Blocks **should** provide the transition between the character of two different streets.



Example corner treatment



Antwerp © Stephen Taylor

## Balconies, Terraces & Winter Gardens

#### TERRACES & BALCONIES

**5.4.17** | All homes **must** have private external amenity space with level access, in the form of a balcony, terrace or garden. In line with guidance outlined in 'Sustainable Urban Housing: Design Standards for New Apartments (2023)'

**5.4.18** | Maximum level of privacy to balconies **should** be provided by semi-recessed or fully recessed balconies and/or the use of privacy screens and opaque materials.

**5.4.19** | Balconies **must** be fully integrated into the architecture of the building, in both material and composition.

#### WINTER GARDENS

**5.4.20** | Winter gardens **should** be considered when building aspect and orientation requires balconies on northern elevations

**5.4.21** | Balconies **should** be adaptable for winter garden enclosures to provide an extension to internal rooms that are usable throughout the year.

## Windows

**5.4.22** | Window proportions **must** be maintained where possible to keep continuity along building façade.

**5.4.23** | The location and proportion of windows **should** maximise access to daylight and ventilation.

## Internal Circulation

#### INTERNAL FLOOR AREA

**5.4.24** | All circulation within residential units **must** meet the minimum space standards outlined in the appropriate guidance documentation

#### PRIVACY

**5.4.25** | Design proposals **must** demonstrate how habitable rooms are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces.

#### CORES

**5.4.26** | Hallways, doorways and other circulation spaces **must** conform with *The Building Regulation, Part M*

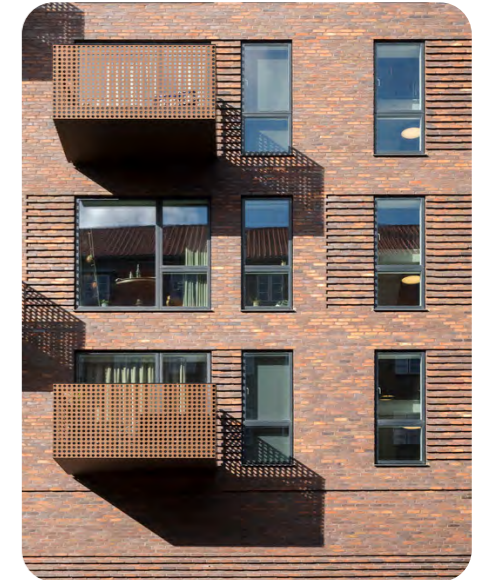
**5.4.27** | Where dwellings are accessed via an internal corridor, the corridor **should**, where possible, receive natural light and adequate ventilation.

#### LIFTS

**5.4.28** | All lifts **must** conform to The Building Regulation Part M and Stairs, ladders and ramps **must** be designed, constructed and installed in order to be safe for people moving between different levels of a building. (*Approved document Part K*)



Great Kneighton © Proctor & Matthews



Nordbro, Arkitema Architects© Jens Lindhe



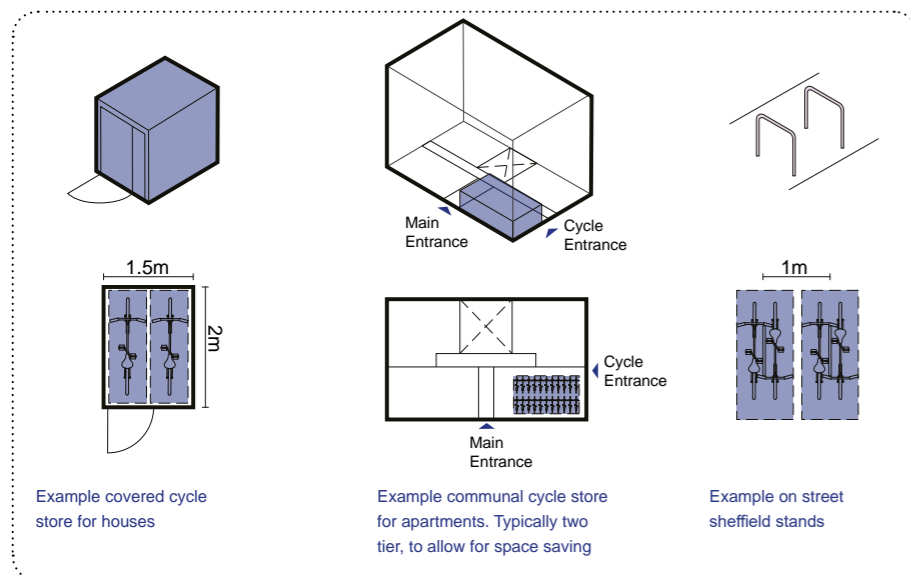
Brentford Lock West, © Mae

Exemplar Apartment entrance and lobbies and balconies, robust materials, distinctive detailing & creation of thresholds to create transition from external space to apartment



## Cycle & Refuse Storage

- 5.4.29** Cycle storage may be provided within the curtilage of individual dwellings and, where possible, the target floor areas **must** account for this provision. In addition to this, there **must** be communal cycle stores located within the blocks of flats and courtyards.
- 5.4.30** Cycle storage outside the home **should** be located in a convenient and easily accessible storeroom, private garden or secure common space close to the street.
- 5.4.31** All developments **must** provide dedicated storage space including visitor provision for bicycles in accordance with the County Development Plan.
- 5.4.32** Cycle stands **should** be well lit, overlooked and located away from main pedestrian desire lines to avoid obstruction.
- 5.4.33** Bins **must** be located within a store integrated into the architectural/landscape design. Rear access lane ways to deal with bins and bikes is preferred.
- 5.4.34** Care-taking staff **must** not have to transport waste more than 25m to the waste collection point.
- 5.4.35** Residents **must** not have to carry their waste more than 30m to the waste storage area. This distance excludes vertical distance in buildings.



Bike Parking solutions

## Materials

### EXTERNAL FINISHES AND APPEARANCE

- 5.4.36** To aid in place making and way-finding, consideration **should** be paid to materials and design to ensure that each development makes a positive contribution to its locality and Development Area.
- 5.4.37** Traditional materials such as stone, brick, timber and metal **should** be utilised throughout the lands together with traditional weather resistant renders where appropriate such as sand-cement, lime and pebble dash.
- 5.4.38** Consideration **should** be given, where possible, to reusing and recycling materials to promote the circular economy and reduce construction and demolition waste.
- 5.4.39** Diversity in finishes and detailing **should** be encouraged between Development Areas in order to emphasise character area identities.
- 5.4.40** In regards to the general appearance and design of residential buildings, all such development **must** also comply with the 'Positive Indicators' as outlined under the *Urban Design Manual A Best Practise Guide (2009)* particularly those that relate to 'Context', 'Distinctiveness', 'Public Realm' and 'Detailed Design'.
- 5.4.41** All Retail development **must** also be designed to comply with the Key Principles set out under the Retail Design Manual (2012) particularly those that relate to 'Design Quality', 'Context and Character', 'Public Realm' and 'Built Form'.

- 5.4.42** All proposals for signage (advertisement, corporate and public information) **must** be designed in accordance with the criteria set out under the County Development Plan.

### STREET PLANTING, FURNITURE & MATERIALS

- 5.4.43** A detailed Landscape Plan **must** be submitted with all medium to large scale planning applications on the lands.
- 5.4.44** Street trees **should** be considered as an integral part of the street environment in accordance with DMURS (2013).

- 5.4.45** Street trees **should** also be augmented by planting within privacy strips along residential streets.

- 5.4.46** In the interest of biodiversity and place making, reduced spacing between street trees **should** be considered and implemented where appropriate and achievable.

### MATERIALS & FINISHES

- 5.4.47** Facing materials that require regular maintenance regime **should** be limited in their extent and easily accessible.
- 5.4.48** Ancillary spaces and service elements **must** be sensitively integrated into the fabric of the building.
- 5.4.49** In line with the recommendations of DMURS (2019), a hierarchical approach to the use of materials and finishes **must** be taken for the design of streets and neighbourhoods.
- 5.4.50** The palette of finishes and materials **should** therefore be altered according to street hierarchy and importance of place.
- 5.4.51** More robust and higher quality materials such as natural stone, concrete block paving or imprinted asphalt **should** be used within the Urban Centres.
- 5.4.52** Robust surfaces and/or changes in colour **should** also be used at gateways into the development and transitional zones between Development Areas.
- 5.4.53** The use of standard materials such as macadam/asphalt **must** be confined to the carriageways of streets with moderate design speeds such as Link Streets.
- 5.4.54** Where lower speeds are desirable along Local Streets and within urban centres, changes in the colour and/or texture of the carriageway **should** be used to highlight change.
- 5.4.55** For shared surface streets such as Homezones, material and finishes such as paving or imprinted materials **should** be used to slow traffic and indicate that the carriageway is an extension of the pedestrian domain.





Bridgefoot Street Park © Dublin City Council



Polnoon © Proctor Matthews



Meta Office © Bennetts associates



Accordia, FCB Studios © Tim Crocker

Clearly defined pedestrian areas with enhanced high quality landscape materials



Lime Street square © Feilden Clegg Bradley



Kings Crescent Estate © Nick Kane

## Servicing

### VENTILATION

- 5.4.56** | The design **should** avoid the use of building ventilation and air extract grilles wherever possible.
- 5.4.57** | Where air extract grilles are required they **must** not form more than (5%) of the street façade area and **must** be fully integrated with the material and composition of the building.

### RAINWATER & WASTE PIPES

- 5.4.58** | Rainwater or sanitary waste pipes **should** not be visible on the façades of any building with the exception of wholly residential buildings of 3 storeys or less.

### ROOF TOP PLANT EQUIPMENT

- 5.4.60** | Roof top plant equipment **must** be concealed and housed within solid or perforated roof enclosures designed so that the equipment is not visible from the street or neighbouring buildings.
- 5.4.61** | Buildings **should** have an uncluttered, simple roof profile with plant equipment enclosures integral to the main building form and its architecture, wherever possible.

### PLACES FOR PEOPLE

- 5.4.62** | Each development **must** be designed to encourage access to local education and other community services via pedestrian and cycle routes, where possible.
- 5.4.59** | The developments **should** be distinctive, offer variety and choice and **should** provide access to a range of open space & play facilities.
- 5.4.63** | Each development **must** incorporate a local and wider context strategy for the provision of new and/or improved public spaces, inclusive play facilities to suit children of different ages.
- 5.4.64** | All public open spaces **should** have a specific function and accompanying management regime.



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