



+ ARCHITECTURAL DESIGN STATEMENT
PROPOSED RESIDENTIAL DEVELOPMENT
BOYCETOWN, KILCOCK AND COMMONS WEST, KILCOCK CO. KILDARE
JANUARY 2020

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ARCHITECTS



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Introduction | 1.1 Site Location



This Design Statement has been prepared by C+W O'Brien Architects in association with the other Design Team members on behalf of Rycroft Homes Ltd.

The Design Statement has been prepared to accompany a Planning Application for the development of lands zoned New Residential on lands located to the South West of the Royal Canal, Kilcock, Co. Kildare.

The lands are located to the West of an existing established estate, known as Brayton Park. The Southern boundary of the site borders lands zoned as Open Space and Amenity. The Western boundary in parts border lands zoned as Community and Educational and also New Residential. The Northern boundary is formed by the Dublin - Sligo rail line .

The subject lands occupy a substantial land bank, which measures circa 11.56 ha.

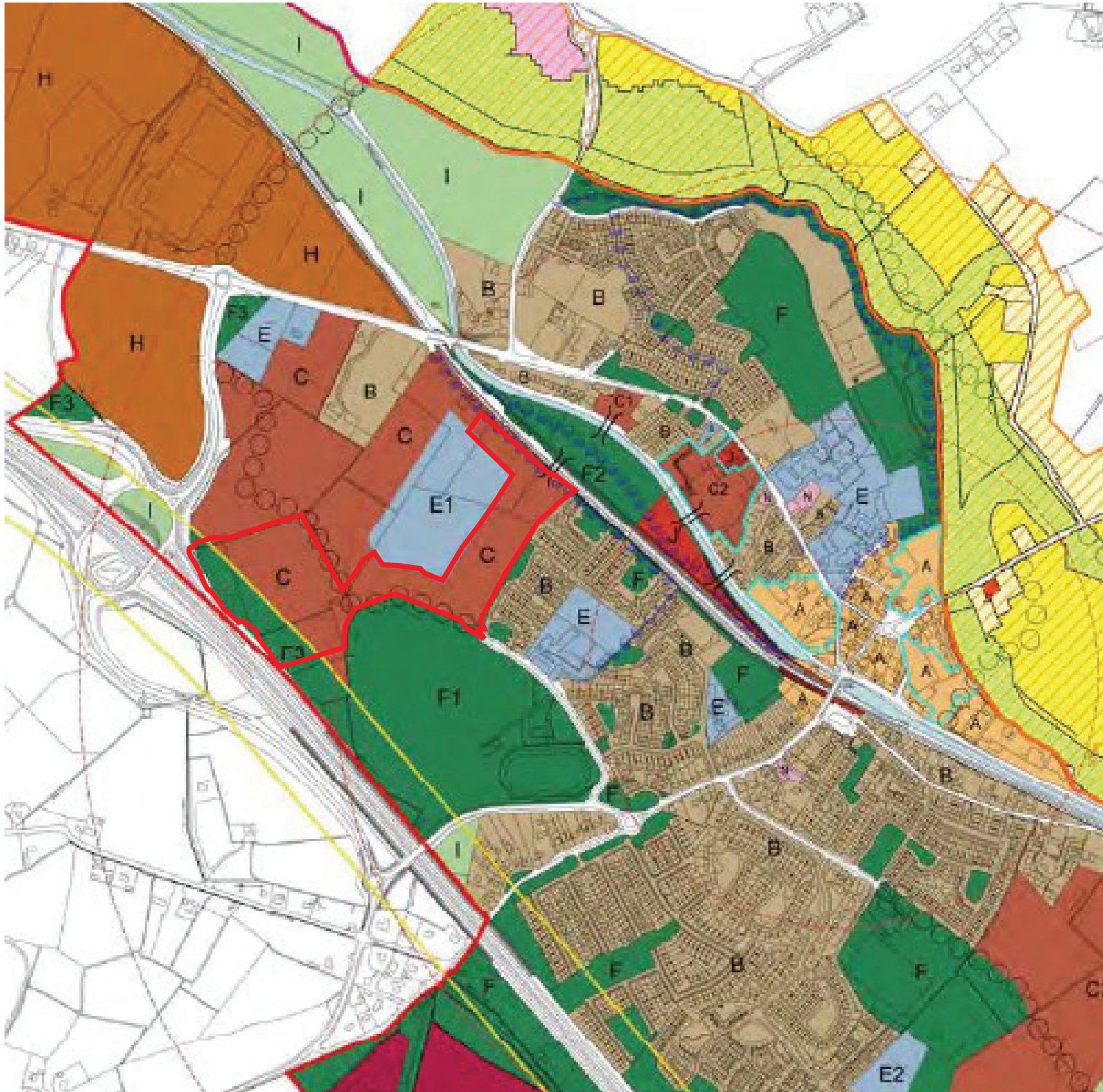
The enclosed documents prepared by Brock McClure planning and development consultants addresses the planning policy context and the compliance of the proposed development with the relevant policies, objectives and standards.

This Design Statement should be read in conjunction with the other documentation prepared to accompany the planning application.



1.0

Introduction | 1.2 Site Zoning



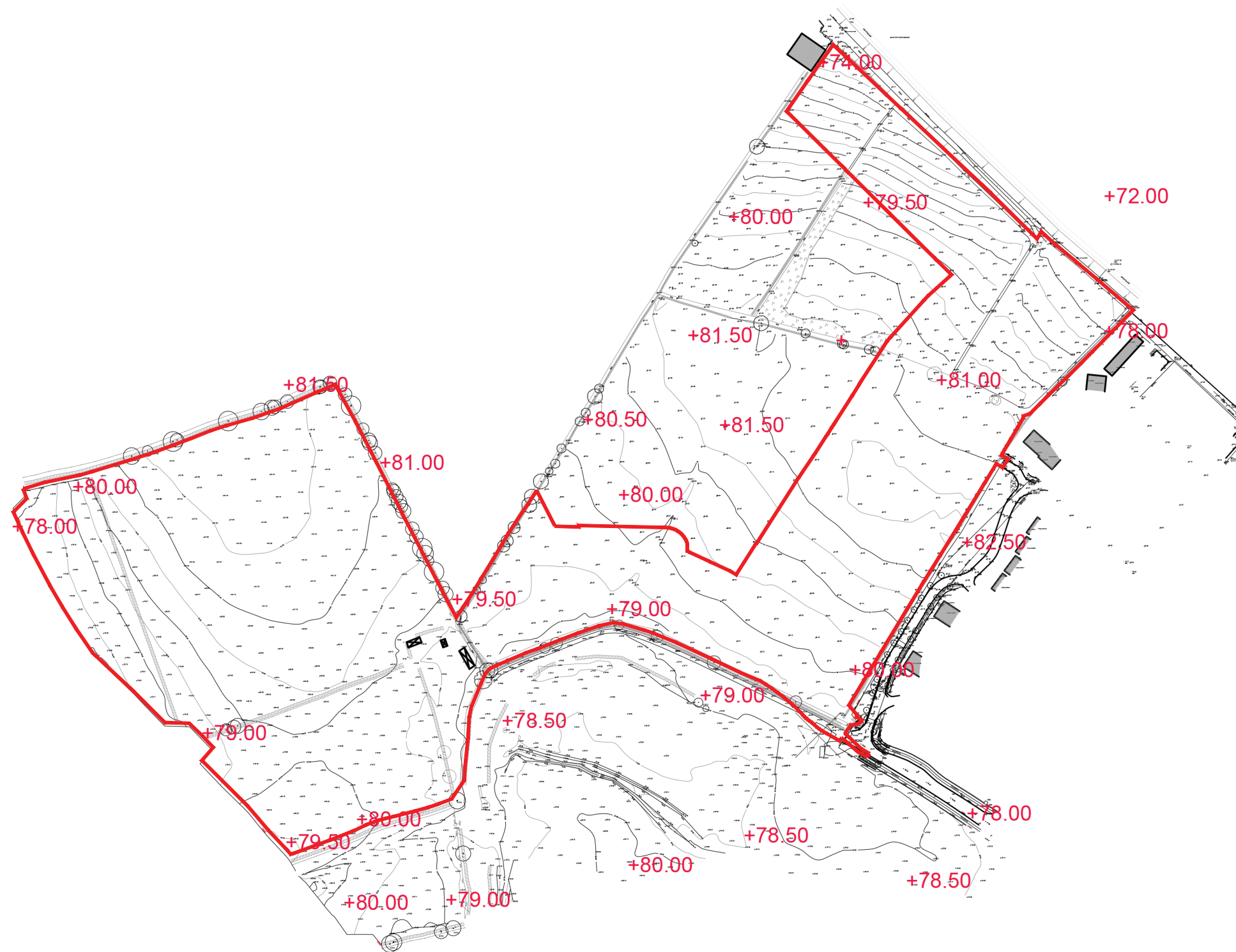
The development of the lands is influenced by the Kilcock Local Area Plan 2015 - 2021. There are several key objectives in the plan for the subject site, most notably the Roads Objective to link the existing Brayton Park access road with the access road to the M4 Motorway. This proposed road will also travel through 3rd party lands to the North West of the site.

There is also a requirement for a pedestrian connection over the existing rail line to the Town Centre, along with a combined pedestrian and cycle path running parallel to the existing rail line.

Part of the site is zoned Open Space and Amenity, which serves as a buffer to the M4 Motorway.

1.0

Introduction | 1.3 Site Features



Site Survey indicating existing Levels

The total land holding of circa 11.56 ha could be described as flat, with very little fall across the site, with the exception of the North Western corner. There however is a significant fall down to the Dublin - Sligo rail line.

The most notable feature of the site is the shape that has been driven by the Zoning Map in the Kilcock LAP 2015 - 2021. The change between the different uses are not marked by any natural boundary or feature and would appear to have been driven by Figure 30: Indicative Overall Master-plan for Kilcock, contained in the Kilcock LAP 2015 - 2021.

There are no overhead power-lines across the site. There are existing hedgerows and trees which have been surveyed by Arbon Care (refer to the enclosed reports and drawings which accompany this application for further details). This aspect will be cover later in the Design Statement.

There are no existing watercourses or ponds. There are however ditches, which run along the lines of the existing hedgerows, which appear to contain standing water.

The M4 motorway, which forms the Southern boundary, generally runs at the same level of the site. It does start to rise in the Western corner of the site, as there is a major entry / exit point to the Motorway located in this area.

1.0

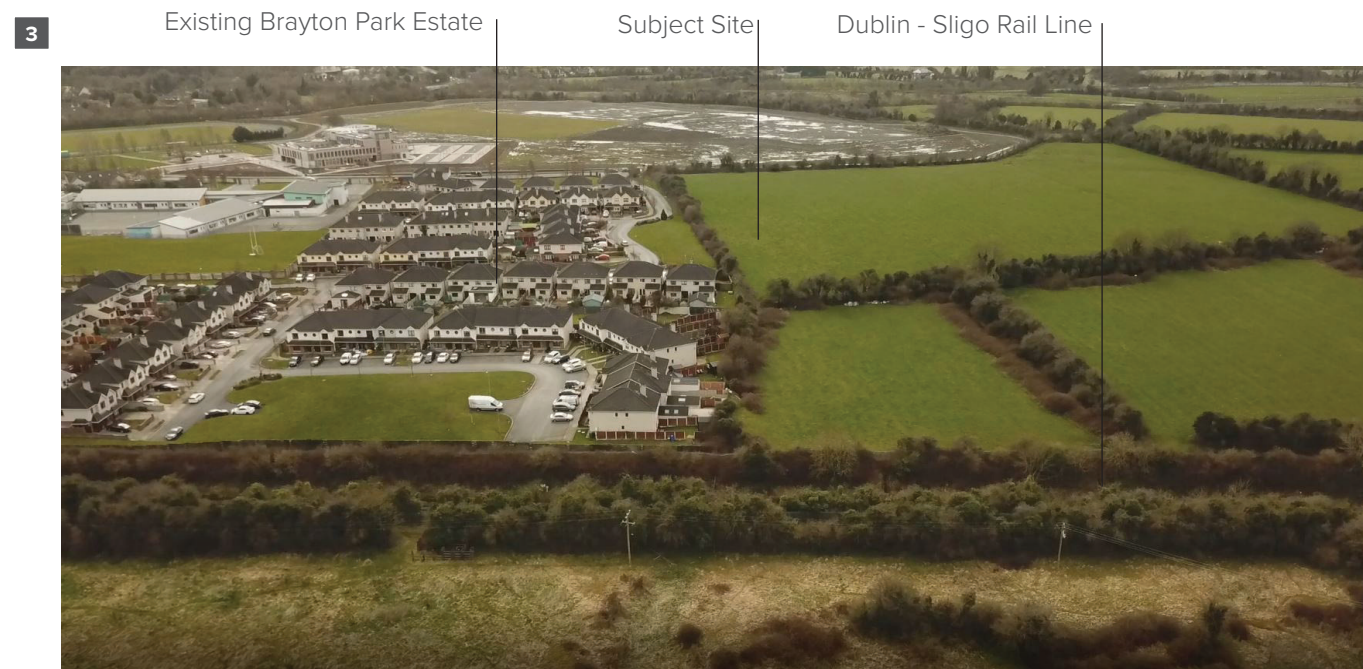
Introduction | 1.4 Site Photos



General View of Site looking South towards M4



General View of Site looking East



General View of Site looking South from the Royal Canal



General View of Site looking West

1.0

Introduction | 1.5 Existing Features



There are a number of existing hedgerows within the zoned lands, which are described as Moderate Value on Map 9: Green Infrastructure Map contained in the Kilcock LAP 2015 - 2021.

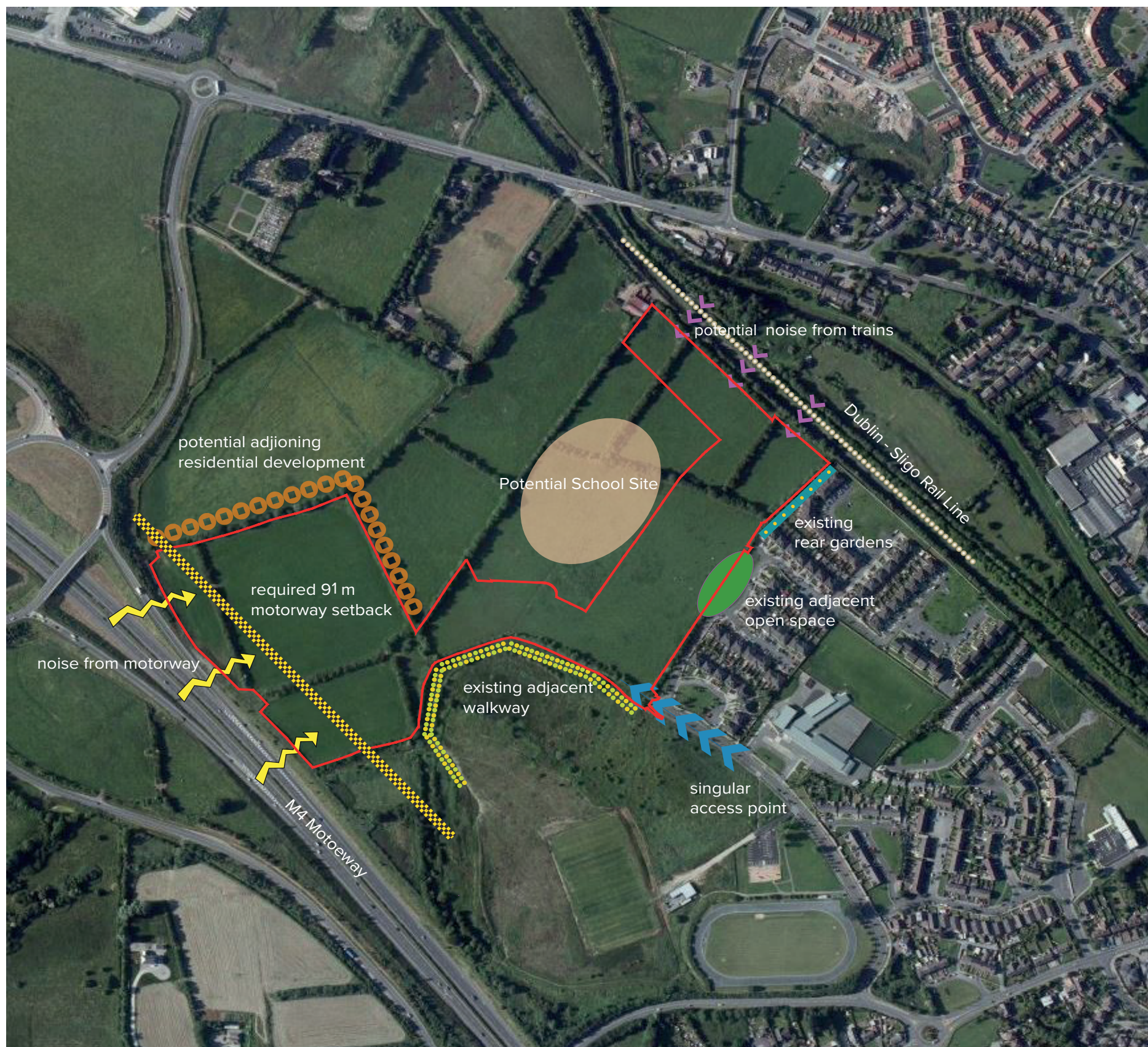
Some of these hedgerows fall at critical points within the site and their retention is not possible, as they cannot be incorporated into the scheme, due to the small parcels of lands that they encompass.

The applicant purposes extensive landscaping and planting measures as part of the proposed development (refer to the documents and landscape drawings enclosed as part of the proposed development prepared by Ronan Mac Diarmada Landscape Architect).



1.0

Introduction | 1.6 Site Features



There are a number of factors that have influenced the planning design and layout of the development. These are detailed on the adjacent map.

All of the above factors have been considered in the formation of the proposed development:

Potential Noise from Trains:

There may be occasional noise from passing trains, the relatively light rail traffic from passing trains. As previously discussed, the rail line is approximately 5m below the site levels.. Further details and assessment can be found in the Noise Impact Assessment by AWN Consulting Ltd.

Existing and Potential Rear Gardens:

This is a typical situation in many cases and the best design solution is to “back” onto these with new gardens.

Existing Adjacent Open Space:

This has informed the proposed design, insofar the proposal is to address this with proposed new open space, which will be overlooked by the new development.

Existing Walkway:

We are providing pedestrian access points and a vehicular access (for KCC vehicles only) at the southern boundary to provide access to the park.

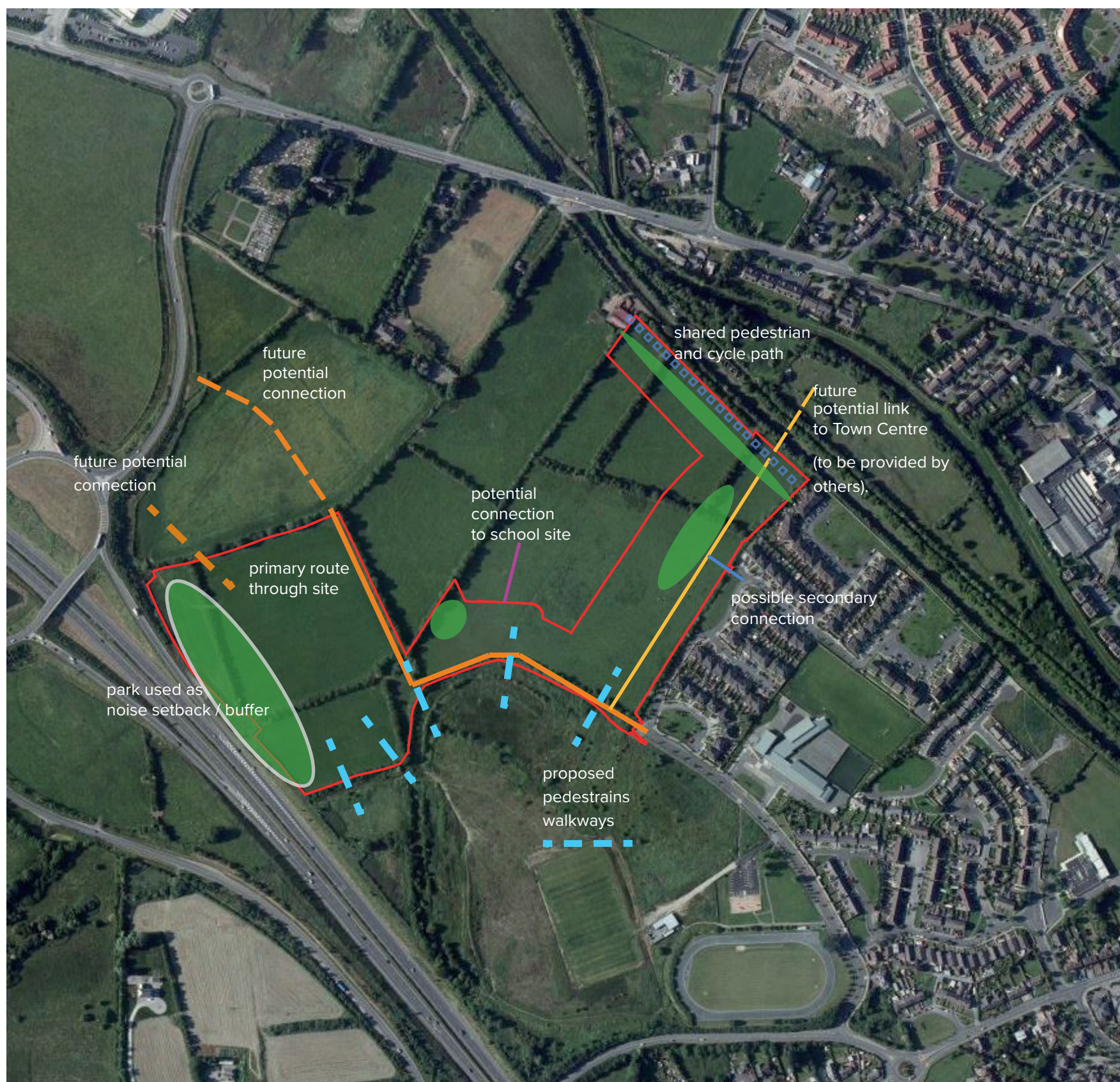
Traffic Noise:

The required separation distance of 91m will ensure that any traffic generated noise will be to a minimum. Further details and assessment can be found in the Noise Impact Assessment by AWM Consulting Ltd.

Potential Residential Development:

Some of the adjoining lands are Zoned New Residential and a reasonable assumption has to be made that they will have gardens backing onto the site, hence the rational for the layout in this area.

2.0 Scheme Development | 2.1 Opportunities



There is very clear guidance in the Kilcock LAP 2015 - 2021 as to the aspirations for the site. A key delivery point is the road connection from the existing Brayton Park, through the site and ultimately connecting with the on / off spur road serving the M4. It is noted in the Kilcock LAP that there is an objective to provide new bridge link (pedestrian and cyclist bridge) over the railway line.

These factors influence the design of the layout. These routes, when applied in an efficient manner to the site, breaks the site down into smaller, more manageable parcels of land. This, along with the challenging shape of the site, has provided an opportunity to create smaller, more localized zones within the overall land parcel.

This allows the layout to develop a series of distinct character areas / neighbourhoods about a simple and legible pattern of streets, public spaces and supervised routes.



2.0 Scheme Development | 2.2 Rational for the Proposed Development



The overall master plan strategy is to deliver a high quality residential scheme and associated amenities (including a crèche facility), laid out in character areas with a good mix of housing and apartment types.

Legible and robust network of streets and spaces with parking on the curtilage of each unit for the most part.

Good mix of family housing with good separation distance between units, with all houses having their own rear garden space.

Development density to be in accordance with the requirements of “Sustainable Residential Development in Urban Areas 2009”.

Initial Concept Scheme

2.0

Scheme Development | 2.3 Proposed Scheme



The proposal is for a residential development of 345 no. Residential units and a crèche of 466.76 sq. m and includes vehicular access from Brayton Park, all associated site and infrastructure works, on a site of circa 11.56 ha.

The residential component of the development comprises of:

182 no. houses and terraces

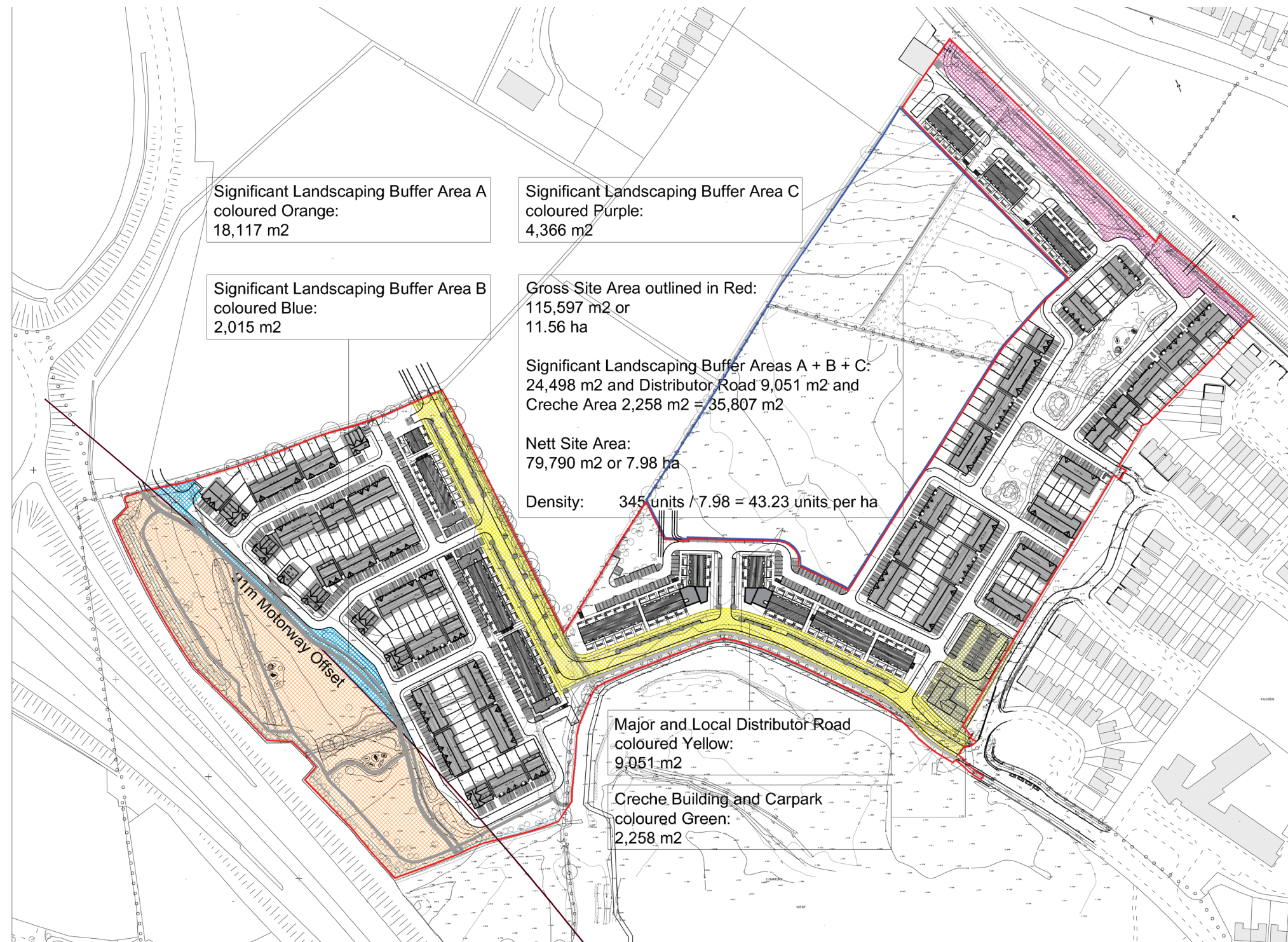
69 no. duplex units

94 apartments

Full details of the unit type and breakdown can be found in the accompanying Unit Breakdown Schedule.

The associated site and infrastructure works include foul and surface water drainage, 650 no. surface car parking spaces, public open space measuring 3.17 hectares, landscaping, boundary walls and fences, internal roads, cycle-paths and footpaths.

2.0 Scheme Development | 2.4 Gross/ Nett Site Area



2.0 Scheme Development | 2.5 Open Space Provision



2.0 Scheme Development | 2.6 Zoning Objective



3.0 Urban Design Criteria



The scheme has been assessed under each of the 12 number criteria set out in the Urban Design Manual

01 CONTEXT How does the development respond to its surroundings?

The development of the site in the context of the wider area is seen as reflecting the established existing developments but in a contemporary way. This allows the development to fit into an established area but also allows the development to express its own identity. The density of the development is appropriate to its context and respects the existing adjacent developments.

The existing topography and site features informs the architecture and landscaping of the scheme. The architecture also reflects the form of the adjacent developments, however, it is presented in a more contemporary manner, which still allows it to reinforce the character and identity of the neighbourhood..

02 CONNECTIONS How well connected is the new neighbourhood?

One is the proposed link road and the other would be facilitated by the proposed pedestrian linkage to the Town Centre. The proposed design has ensured that the provision of the footbridge could be delivered once agreement between Kildare County Council and Irish Rail has occurred.

These following purposed connections will ensure the new development is fully accessible and connected to the wider area.. Extensive new cycle/ pedestrian connections with adjoining lands including the amenity area to the south of the site, along the railway line to the north of the site and undeveloped adjoining lands. A new link street which delivers on the LAP objective.



3.0 Urban Design Criteria



Typical House Elevation



Typical Duplex Elevation



Apartment Elevation

03 INCLUSIVITY How easily can people use and access the development?

A broad range of unit types and sizes are proposed. There are a range of smaller “starter” 1, 2 and 3 bed apartments, along with three and four bed houses of various configurations. This will ensure that the housing stock will cater for many varied households.

The layout provides for universal access, with open spaces of varying sizes and locations. Open spaces are well defined and are located as to be passively overlooked by houses where possible.

04 VARIETY How does the development promote a good mix of activities?

The mix of housing type and tenure will complement the adjacent existing housing developments in the area. The variety of the housing stock will add to the home choice within the immediate area and also within the site itself, allowing for family upgrading whilst maintaining their established roots. The provision of a child care facility will contribute to mix of uses and activity within the purposed development. The extensive landscaped areas and pedestrian cycle routes will provide a range of activities which promote health and wellbeing for all age groups.

Both Part V and private tenure will be in the same building type and will be indistinguishable from each other.

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

The nett density of the site is 43.23 units per ha or 17.49 units per acre. This is in excess of the recommendations contained in “Sustainable Residential Development in Urban Areas 2009” and therefore makes full and efficient use of the lands.

Buildings and spaces are arranged to take full advantage of good solar orientation. The landscaped areas (including the buffer area along the M4) will include natural play areas.

3.0 Urban Design Criteria

PROPOSED SCHEME



01 SECTION A-A
SCALE: 1:500



02 SECTION B-B
SCALE: 1:500



03 SECTION C-C
SCALE: 1:500



04 SECTION D-D
SCALE: 1:500

06 DISTINCTIVENESS How do the proposals create a sense of place?

Whilst the scheme takes its format from the existing surrounding estates, it will be a distinct and separate entity by the use of the external finishes and house styling. A sense of place is developed within pockets of the scheme, which clusters housing and differing activities around the open space areas.



Existing Boycetown Court Estate



Existing Brayton Park Estate



3.0

Urban Design Criteria

07 LAYOUT

How does the proposal create people friendly streets and spaces?

The layout provides active frontages and passive overlooking throughout the site. Where a gable of a house is exposed, a variation of the particular house type is used, with window opening and room uses ensuring overlooking at these locations.

Houses are arranged around the open spaces for passive overlooking to ensure activity and safety for the users. Road lengths are kept to a minimum to minimize road speeds and a series of shared surfaces reinforce that concept.

House units that abut open spaces or roads have been treated to afford a degree of passive surveillance onto these respective spaces. This is achieved through providing windows at Ground and First floor level, as well as some cases, relocating the front door to the units to the side elevation.

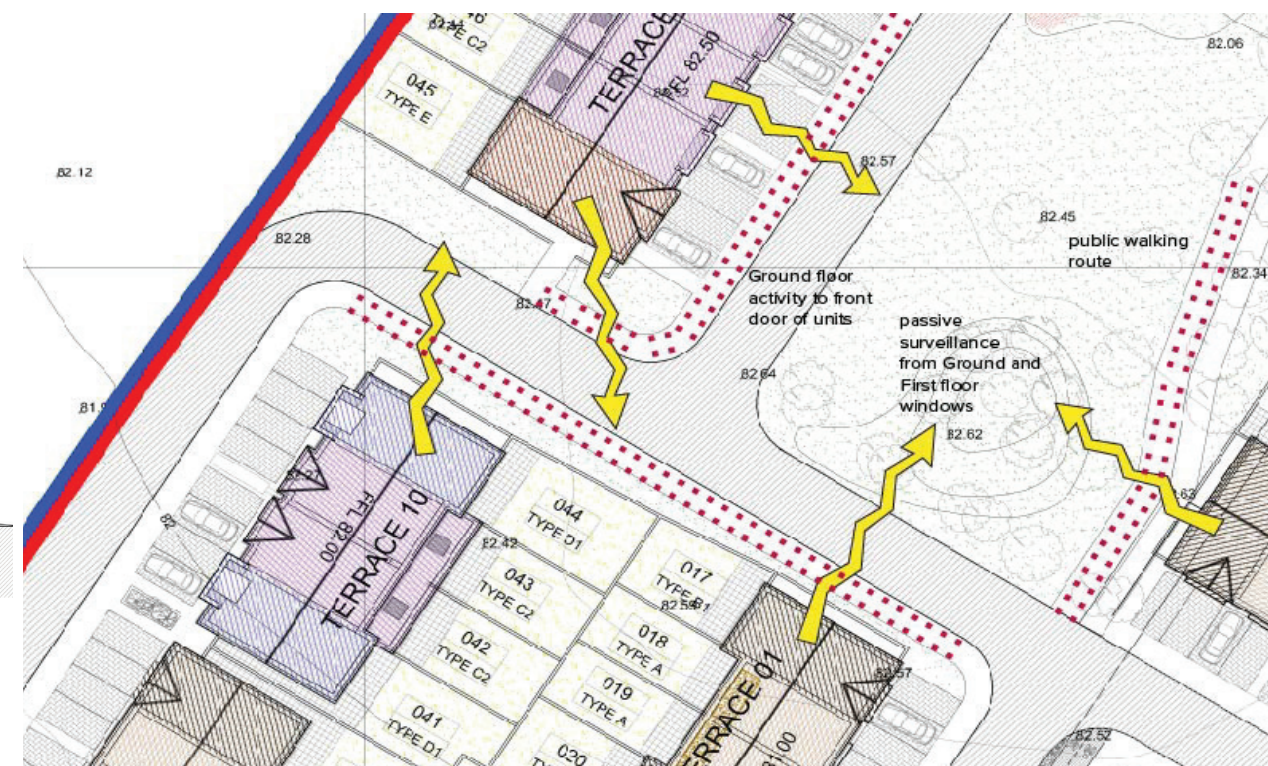
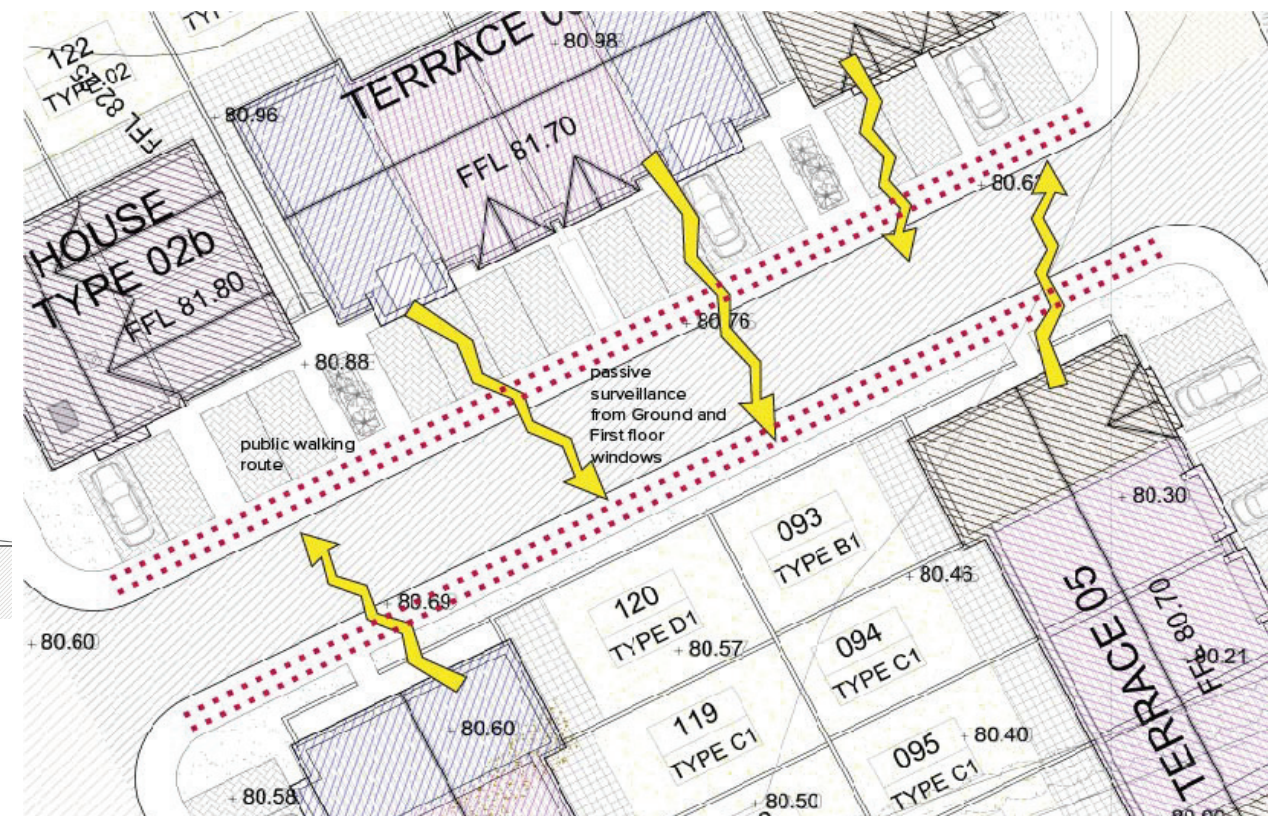
This treatment presents an elevation that will not be regarded as a side elevation. The finishing treatment on the front of the house will be continued onto this elevation.



Terrace 01 Side Elevation



Terrace 10 Side Elevation



3.0 Urban Design Criteria

08 PUBLIC REALM How safe, secure and enjoyable are the public areas?

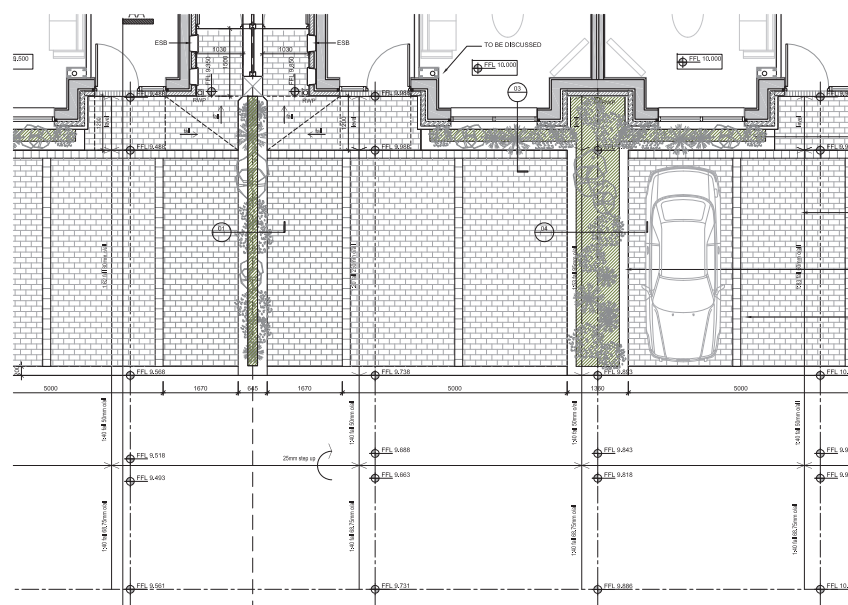
Public and private spaces are arranged to create a legible layout for both the residents and visitors. Public areas are positioned to benefit from passive surveillance from the residents and passers by. Semi-private spaces in front of the houses help to define the edge of the public realm and allows the parking provision required to be provided and additionally provide a buffer zone. This will encourage the individual residents to take ownership and maintain these areas.

10 PRIVACY AND AMENITY How does the scheme provide a decent standard of amenity?

All dwellings have access to usable private outdoor space including play areas. All houses have access to private rear gardens, which could also be used for discreet bin storage. Windows are sized and located as to avoid views from other units and from the street. The landscaped parking zone in front of each house also provides a level of privacy. The proposal ensures that the amenity standards of adjoining residence (i.e. Brayton Park) is secure. Orientation of proposed Apartment buildings to ensure daylight/ sunlight levels and minimise overlooking. Each unit has been designed to create positive aspects.

09 ADAPTABILITY How will the buildings cope with change?

Owing to the good range of house types, it is considered that these can easily be adapted by the end user in various ways. The purposed dwellings change over time with the evolving needs of the residents (subject to securing the appropriate consent).



Shared Carparking

11 PARKING How will the parking be secure and attractive?

Each unit has its parking provision provided to the front of the house, within their buffer zone. This ensures that the user is as close to the dwelling entrance as possible and offers a degree of security. Parking areas will be landscaped to avoid long stretches of visible parking.

Parking for all unit types is compliant with the Development Plan standards.

12 DETAILED DESIGN How well thought through is the building and landscape design?

The proposed materials are a mix of different shades of brickwork and smooth render, with varying shades and colours. This allows for variety in the scheme and provides visual interest for the residents and visitors, as well as serving as reference points throughout the site. Good quality and durable materials will facilitate easy and regular maintenance

Overall the purposed scheme provides:

- High quality landscaping proposals and pallets of materials
- Mix of unit types
- Range of boundary treatments
- Connections to adjoins lands (including amenity area)

4.0

Universal Design Statement

The proposed Strategic Housing Development has endeavoured to comply with the principles of Universal Design throughout the scheme. This is to provide access and use of the development regardless of age, size, ability, or disability. “Building for Everyone: A Universal Design Approach”, “Universal Design Guidelines for Homes in Ireland” and Technical Guidance Document M have been utilized throughout the design process and has influenced the design of the scheme.

The neighbourhood planning has been influenced by the principles of Universal Design through the following features:

- To provide amenities that meet design requirements to allow people of all ages, sizes, abilities and disabilities to work, shop and enjoy recreation locally or to travel with ease.
- To facilitate a mix of house types, sizes and tenures that allow all sections of society to remain part of the community and use its facilities throughout the life cycles.
- To provide alternatives to the private car through the provision of infrastructure to include potential transport interchange, dedicated bus routes, a network of pedestrian and cycle links and the provision of seating for people to rest at appropriate intervals.
- Being close to public transport and local services.
- To incorporate permeable pedestrian and cycling environment.
- To provide accessible open space for all kinds of activity.

Each unit has been influenced by the principles of Universal Design through the following features where possible:

- The distance from the car parking space to the home has been kept to a minimum and is level or gently sloping
- The approach to all entrances is level or gently sloping when applicable, or where stepped access is provided, full compliance to Part M will be achieved.
- All entrances are illuminated, have level access over the threshold as well as a covered main entrance.
- Communal stairs provide easy access and when homes are reached by a lift, the lift is fully accessible.
- The width of internal doorways and hallways conform to Part M.
- There is space for turning a wheelchair in dining areas and living rooms and adequate circulation space for wheelchairs elsewhere.
- All living rooms are at entrance level.
- Walls in the bathroom and WC should be capable of taking adaptations such as handrails.
- All houses have entry level WC facilities in compliance with Part M.
- The design and specification should provide a reasonable route for a potential hoist from a main bedroom to the bathroom.
- The bathroom should be designed for ease of access to the bath, WC and wash basin.
- Living room window glazing begins no higher than 800mm from the floor level and windows are easy to open/operate.
- Switches, sockets, ventilation and service controls should be at a height usable by all.

5.0 Unit Breakdown and Density |

Lands at Brayton Park, Kilcock, Co. Kildare																			
SHD Issue	08/10/2019																		
Planning Issue																			
Terraces:																			
Unit Ref:	Unit	No. of	Unit Type:	Unit Area:		First:		Second	Total:		No. Off:	Total Area:		Overall No.	Percentage	Percentage			
	Description	Persons		Ground:		m ²	ft ²			m ²	ft ²		m ²	ft ²	of Persons	of Unit	of O/All		
				m ²	ft ²	m ²	ft ²			m ²	ft ²		m ²	ft ²		Type			
Type A	2 Bed	4	Mid Terrace	46.00	495.14	44.40	477.92			90.40	973.07	42	3796.80	40868.76	168	27.10%	12.17%		
Type A Total										42						27.10%	12.17%		
Type B1	3 Bed	5	End of Terrace	56.10	603.86	54.40	585.56			110.50	1189.42	27	2983.50	32114.39	135	17.42%	7.83%		
Type B2	3 Bed	5	End Terrace (ext. kit)	68.10	733.03	54.40	585.56			122.50	1318.59	6	735.00	7911.54	30	3.87%	1.74%		
Type B Total										33						21.29%	9.57%		
Type C1	3 Bed	5	Mid Terrace	54.70	588.79	54.70	588.79			109.40	1177.58	22	2406.80	25906.80	110	14.19%	6.38%		
Type C2	3 Bed	5	Mid Terrace (ext. kit)	69.90	752.40	54.70	588.79			124.60	1341.19	23	2865.80	30847.47	115	14.84%	6.67%		
Type C Total										45						29.03%	13.04%		
Type D1	4 Bed	7	End of Terrace	58.50	629.69	54.70	588.79	42.70	459.62	155.90	1678.11	31	4832.90	52021.34	217	20.00%	8.99%		
Type D Total										31						20.00%	8.99%		
Type E	4 Bed	6	End Terrace	75.40	811.61	75.40	811.61			150.80	1623.21	4	603.20	6492.84	24	2.58%	1.16%		
Type E Total										4						2.58%	1.16%		
Total Terraces:										155			18224.00	196163.14	799	100.00%	44.93%		
Houses:																			
House 01	4 Bed	6	Semi Detached	75.40	811.61	75.40	811.61			150.80	1623.21	2	301.60	3246.42	12	7.41%	0.58%		
House 02	3 Bed	5	Semi Detached Corner	62.80	675.98	62.80	675.98			125.60	1351.96	7	879.20	9463.71	35	25.93%	2.03%		
	3 Bed	6	Semi Detached Corner	69.50	748.10	69.50	748.10			139.00	1496.20	7	973.00	10473.37	42	25.93%	2.03%		
House 03	4 Bed	6	Detached	71.20	766.40	71.20	766.40			142.40	1532.79	1	142.40	1532.79	6	3.70%	0.29%		
House 04	3 Bed	5	Semi Detached	68.10	733.03	54.40	585.56			122.50	1318.59	8	980.00	10548.72	40	29.63%	2.32%		
House 05	3 Bed	5	Semi Detached	56.10	603.86	54.40	585.56			110.50	1189.42	2	221.00	2378.84	10	7.41%	0.58%		
Total Houses										27			3497.20	37643.86	145	100.00%	7.83%		
Duplexes:																			
Type L	2 Bed	3	First and Second Floors			48.40	520.98	48.40	520.98	96.80	1041.96	13	1258.40	13545.42	39	18.84%	3.77%		
Type M	3 Bed	5	First and Second Floors			54.40	585.56	55.60	598.48	110.00	1184.04	56	6160.00	66306.24	280	81.16%	16.23%		
Total Duplexes										69			7418.40	79851.66	513	100.00%	20.00%		
Apartments:																			
Unit Ref:	Unit Number:	No. of	Unit Type:	Unit Area:		First:		Second:	Third:		Fourth:		No. Off:	Total Area:	Overall No.	Percentage	Percentage		
		Persons		Ground:		m ²	ft ²	m ²	ft ²	m ²	ft ²	m ²	ft ²		of Persons	of Houses	of O/All		
Block A	A1	4	2 Bed	91.76	987.70									1	91.76	987.70	4	1.06%	0.29%
	A2	4	2 Bed			91.76	987.70							1	91.76	987.70	4	1.06%	0.29%
	A3	4	2 Bed					91.76	987.70					1	91.76	987.70	4	1.06%	0.29%
	A4	4	2 Bed							91.76	987.70			1	91.76	987.70	4	1.06%	0.29%
	A5	4	2 Bed									91.76	987.70	1	91.76	987.70	4	1.06%	0.29%
Block B	B1	4	2 Bed	91.76	987.70									1	91.76	987.70	4	1.06%	0.29%
	B2	4	2 Bed			91.76	987.70							1	91.76	987.70	4	1.06%	0.29%
	B3	4	2 Bed					91.76	987.70					1	91.76	987.70	4	1.06%	0.29%
	B4	4	2 Bed							91.76	987.70			1	91.76	987.70	4	1.06%	0.29%
	B5	4	2 Bed									91.76	987.70	1	91.76	987.70	4	1.06%	0.29%
Block C	C1	3	2 Bed	69.34	746.38									1	69.34	746.38	3	1.06%	0.29%
	C2	3	2 Bed			74.38	800.63							1	74.38	800.63	3	1.06%	0.29%
	C3	3	2 Bed					74.38	800.63					1	74.38	800.63	3	1.06%	0.29%
	C4	3	2 Bed							74.38	800.63			1	74.38	800.63	3	1.06%	0.29%
	C5	3	2 Bed									74.38	800.63	1	74.38	800.63	3	1.06%	0.29%
Block D	D1	3	2 Bed	69.34	746.38									1	69.34	746.38	3	1.06%	0.29%
	D2	3	2 Bed			74.38	800.63							1	74.38	800.63	3	1.06%	0.29%
	D3	3	2 Bed					74.38	800.63					1	74.38	800.63	3	1.06%	0.29%
	D4	3	2 Bed							74.38	800.63			1	74.38	800.63	3	1.06%	0.29%
	D5	3	2 Bed									74.38	800.63	1	74.38	800.63	3	1.06%	0.29%
Block E	E1	3	2 Bed	69.34	746.38									1	69.34	746.38	3	1.06%	0.29%
	E2	3	2 Bed			74.38	800.63							1	74.38	800.63	3	1.06%	0.29%
	E3	3	2 Bed					74.38	800.63					1	74.38	800.63	3	1.06%	0.29%
	E4	3	2 Bed							74.38	800.63			1	74.38	800.63	3	1.06%	0.29%
	E5	3	2 Bed									74.38	800.63	1	74.38	800.63	3	1.06%	0.29%
Apartments forming the Ground Floor of Duplex Units																			
Unit Ref:	Unit Number:	No. of	Unit Type:	Unit Area:		First:		Second:	Third:		Fourth:		No. Off:	Total Area:	Overall No.	Percentage	Percentage		
		Persons		Ground:		m ²	ft ²								of Persons	of Houses	of O/All		
Type J	1 Bed	2	Ground Floor	58.00	624.31					58.00	624.31	13	754.00	8116.06	26	18.84%	3.77%		
Type K	2 Bed	3	Ground Floor	70.50	758.86					70.50	758.86	56	3948.00	42496.27	168	81.16%	16.23%		
Total Apartments												94	6720.18	72336.02	279	100.00%	27.25%		
Overall Total												345	35859.78	385994.67	1736		100.00%		

Gross Site Area: 11.56 ha 28.56 acres

Nett Site Area: 7.98 ha 19.72 acres

Gross Density:
345 units / 11.56 ha 29.84 units per ha
345 units / 28.56 acres 12.08 units per acre

Net Density:
345 units / 7.98 ha 43.23 units per ha
345 units / 19.72 acres 17.49 units per acre



6.0 Sample Imagery |



6.0 Sample Imagery |



6.0 Sample Imagery |



C+W O'BRIEN
ARCHITECTS

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