

ARCHITECTURAL DESIGN STATEMENT

KILCOCK WEST SHD 2 | CO. KILDARE

Client: Teresa Monaghan

AUGUST 2022

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1.0. Introduction

1.0. Introduction

This Design Statement is prepared by Paul Byrne Architects in support of the detailed planning application to An Bord Pleanála for a **Strategic Housing Development** sought by Teresa Monaghan on lands adjacent to the M4 interchange at **Boycetown, Kilcock, Co. Kildare.** The proposal has been designed to comply with the Kildare County Development Plan 2017-2023 and in accordance with the Quality Housing for Sustainable Communities Guidelines 2008, Sustainable Urban Housing: Design Standards for New Apartments 2020, Sustainable Residential Development in Urban Areas Guidelines 2009 and the 12 Urban Design Criteria in the accompanying Urban Design Manual.

The proposed development involves the **construction of 272 units** to include 149 no. houses and 123 no. apartments & duplexes and **a childcare facility.**The site is accessed off the R148 from the Enfield Road approach and off the R158 from the M4 Interchange. It also includes **a through road** which will eventually link a proposed new roundabout on the R158 near the M4 interchange to Brayton Park where Scoil Ui Riada Gaelscoil, Kilcock Primary Care Centre and Kilcock Celtic Football Club are all located in close proximity. The central connecting piece of this link is proposed in an adjoining approved SHD application (Ref.:ABP-306826-20) which together will combine to improve the circulation from the M4 from Dublin into and around Kilcock. There will also be a road linking this route to the R148 Enfield Road just east of the former Saint Patrick's Church (Protected Structure, Ref. B05-08). This is consistent with the Kilcock LAP 2015-2021.

Landscaped open areas are distributed throughout the proposed development, including a linear park along the R158 that crosses the site from north to south. This park includes pedestrian and cycle paths that connect the approved buffer-landscaped area of the adjoining site to the south with the R148 Enfield Road.

In addition to the above, this application also includes an underground wastewater pump station (a wet well), located in the triangular piece of land adjacent to the junction of the R148 & R158.

The treatment of boundaries and the series of landsaped open spaces provided will lead to the overall greening of Kilcock. It will reinforce the existing historic and social aspects of its surrounding. In addition the design provides links to adjoining lands and facilitates their future development. The proposed housing scheme will be a positive addition to the town of Kilcock.

This Architectural Design Report has been compiled in collaboration with the following design team.

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Layout submitted on previous SHD application
(**Case reference: TA09.311037**)



Proposed layout under this current SHD Application

This application addresses the refusal under a previous application submitted on this site in August 2021 (**Case reference: TA09.311037**). The Bord considered that the previous development had an inadequate qualitative and quantitative provision of public and communal open space and that the development would result in a poor standard of residential amenity for future occupants.

Although it was not considered as an additional reason for refusal, the Bord also mentioned on the Board Direction that the quantum of car park spaces was not justified, and that the proposed development would be dominated by car parking, not representing a satisfactory urban design for the site.

In response to this two main reasons and to respond to the Section 5 Meeting Bord´s Opinion held on May of the present year for the current application, the following main changes has been made to the previous submitted layout.

• IMPROVEMENT OF PUBLIC OPEN SPACES DISTRIBUTION, QUANTITY AND LAYOUT.
- Size of Public Open Space 1 increased.
- Layout of Public Open Space 6 (previous P.O.S. 5) improved. Car parking removed around perimeter.
- Addition of Public Open Space 4 located to the south of the spine road.

• IMPROVEMENT ON COMMUNAL OPEN SPACE QUANTITY AND LAYOUT
- Improvement and increase of communal open space at ground level and addition of rooftops gardens to Apartment Block A and Block B.

• REDUCTION ON CAR PARK SPACES AND IMPROVEMENT ON LAYOUT
- Car park spaces along perimeter of Public Open Spaces removed and relocated.

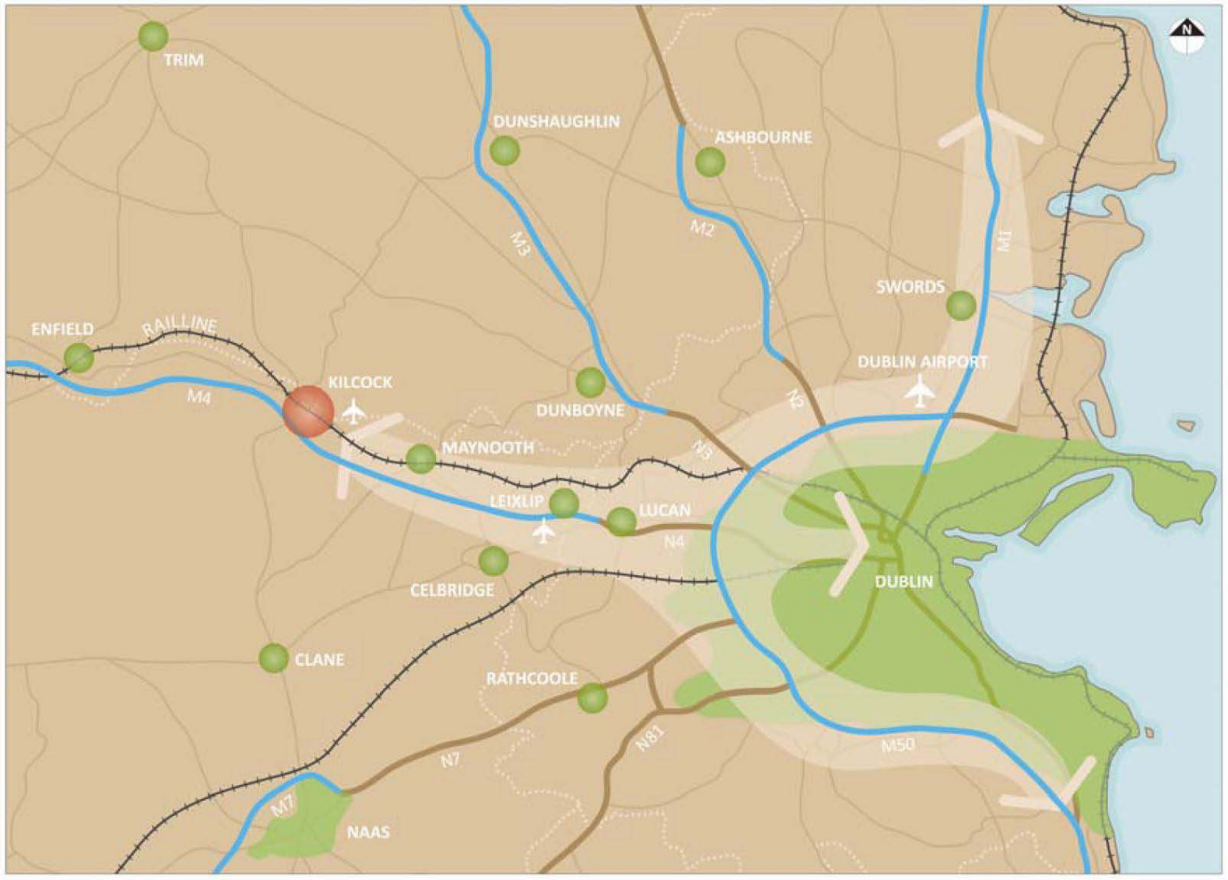
• STRONG URBAN EDGE ALONG SPINE ROAD AND IMPROVEMENT ON STREET FRONTAGES AND CORNERS
- 3-storey duplex blocks and 3-storey book end units added to create strong urban edge and height variations throughout the proposal.
- Duplex blocks introduced to increase density impacted by the reduction of houses due to changes to the layout in order to improve public and communal open spaces.
- Provision of a more diverse range of unit types to create a sense of place within neighborhoods.
- Omission of 5th floor of Apartment Block A.

• IMPROVEMENT OF CONNECTIVITY
- Improvement of the connectivity between the Public Open Spaces generally throughout the development.

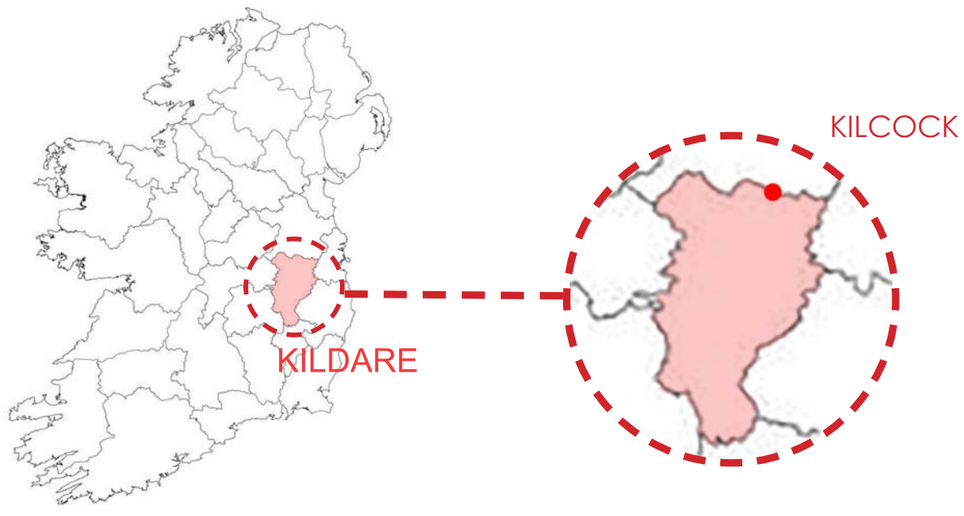
• RELOCATION OF CHILDCARE FACILITY
- Relocation of the childcare facility to a more central and accessible location.

1.0. Introduction

1.1 Regional Context



Extract from Kildare County Development Plan 2017-2023 - *Figure 8: Regional Context*



Kilcock is approx. 33 km west of Dublin City Centre and in close proximity to the Large Growth Towns of Maynooth and Leixlip and Celbridge which is a Moderate Sustainable Growth Town. With the development of the M4 motorway the driving time to Dublin City Centre is about 35min on average, while Celbridge and Leixlip can be reached in 17 minutes. In addition to this, Kilcock is also located on the national rail network (see extract from the Kilcock LAP 2017-2023 - Figure 8 above).

With this ease of access, Kilcock is an attractive commuter destination for people who work in Dublin or in the closer Large Growth Towns, which provided the context to the urban expansion of the town.

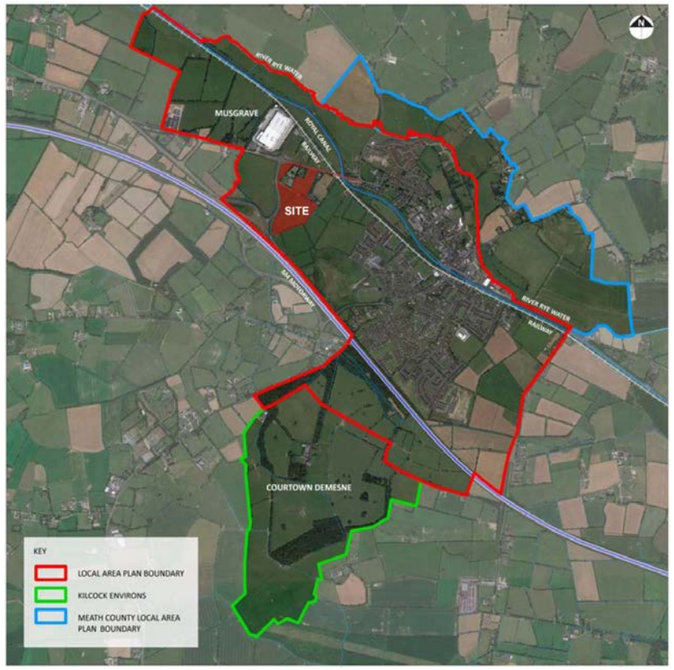
A key point of the current Kilcock LAP 20 is the "connectivity to adjoining towns and employment locations" and, "linkages should particularly focus on local bus/rail/cycle/pedestrian routes". It is therefore important that "Kilcock seeks continued improvement of such connections with Dublin, Maynooth, Leixlip and Celbridge".

1.0. Introduction

1.2 Site Location

The site is located on lands within Kilcock LAP - Local Area Plan Environs: Figure 2. Kilcock town is located primarily between the Rye Water river to the north and the M4 motorway to the South. The Royal Canal and the railway splits the town in two, with Kilcock Town Centre located to the north of these features.

Extract from Kildare County Development Plan 2017-2023 - *Figure 2: Statutory Boundaries*





Location of Proposed Residential Scheme in Relation to Kilcock Town and Amenities

The subject site is located to the west of Kilcock town. It is bounded by the R148 Enfield Road to the north, together with the protected former St Patrick's Church structure and the St Joseph's cemetery Kilcock. To the west, the R158 connects with the M4 interchange (southwest of site). The M4 motorway is to the south, along with the recently approved housing development Boycetwond SHD. Some greenfields and the existing Boycetwon Court development are also located to the East. A triangular piece of land, under the same ownership and also part of this application is located to the northwest of the main site.

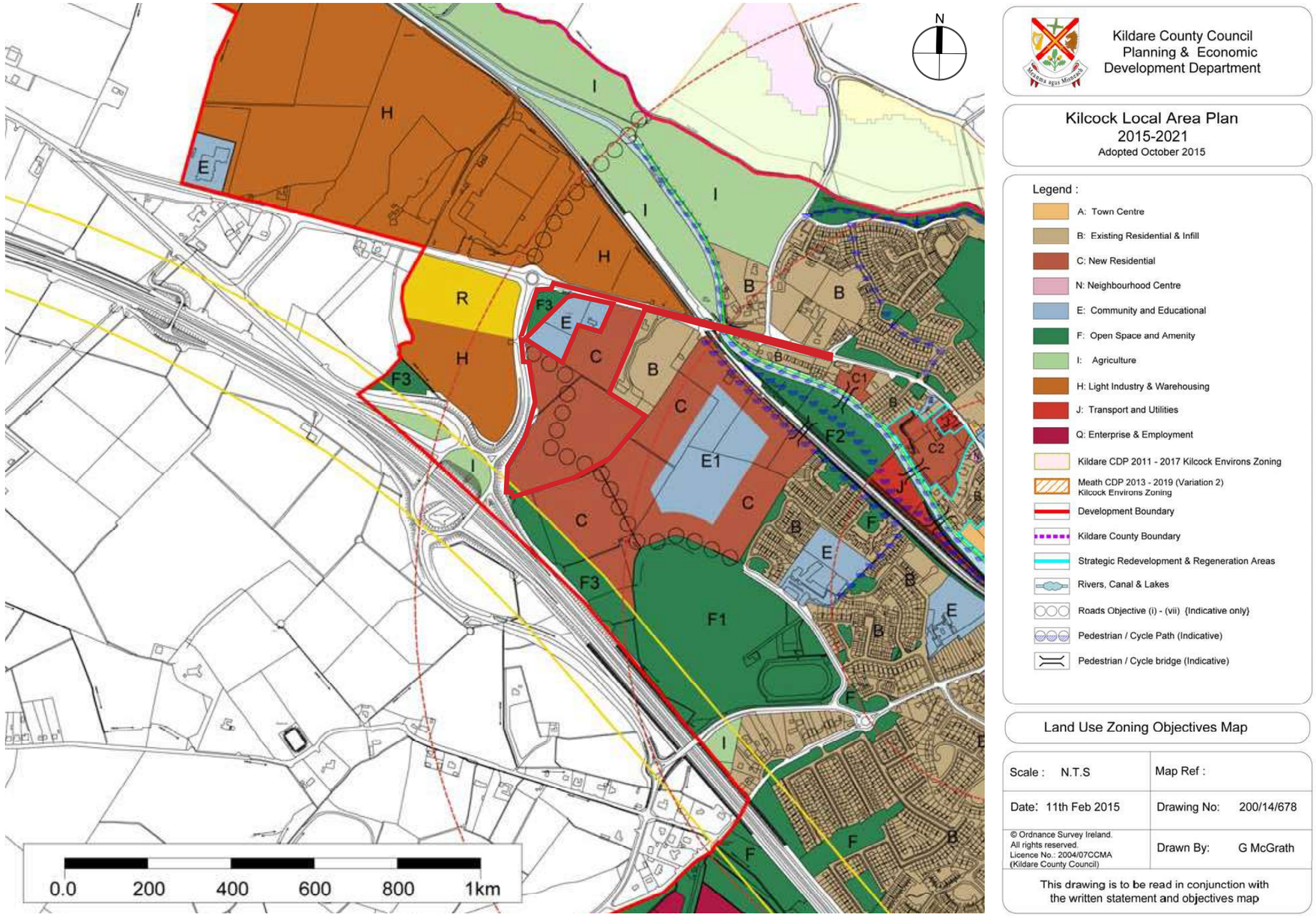
Two access roads to the site are proposed, one from R148 Enfield Road just east of the former St Patrick's church, which is a protected structure, and another from the R158. A distributor **road** which will eventually link a proposed new roundabout on the R158 near the M4 interchange to Brayton Park where Scoil Ui Riada Gaelscoil, Kilcock Primary Care Centre and Kilcock Celtic Football Club are all located in close proximity. The central connecting piece of this link is proposed in the adjoining approved SHD application (Ref.:PL09 .306826) which together will combine to improve the circulation from the M4 from Dublin into and around Kilcock.

1.0. Introduction

1.3 Site Zoning

Under the Kilcock Local Area Plan 2015-2021, the majority of site is zoned C - New Residential. According to the LAP, the purpose of this zoning is "to provide for new residential development in the Bawnogues area of the town. This zoning provides for new residential development and other services incidental to residential development. While housing is the primary use in this zone, recreation, education, childcare facility / playschool, clinic/surgery uses, sheltered housing and small corner shops are also envisaged, subject to the preservation of neighbouring residential amenity. Permission may also be granted for home based economic activity within this zone, also subject to the preservation of residential amenity and traffic considerations."

The Kilcock LAP also states that, "the building line of residential development shall be set back 91 metres from the Motorway", as can be seen on Map 14: Land Use Zoning Objectives map. The part of the site that falls within this 91 m set back is zoned as "F3: Open Space and Amenity". Also, the triangular piece of land to the north east located at the junction between the R148 and the Enfield Road, and subject to this application, is also zoned as F3 as well.



Extract from Killcock Local Area Plan 2015-2021: *Land Use Zoning Objectives Map*

1.0. Introduction

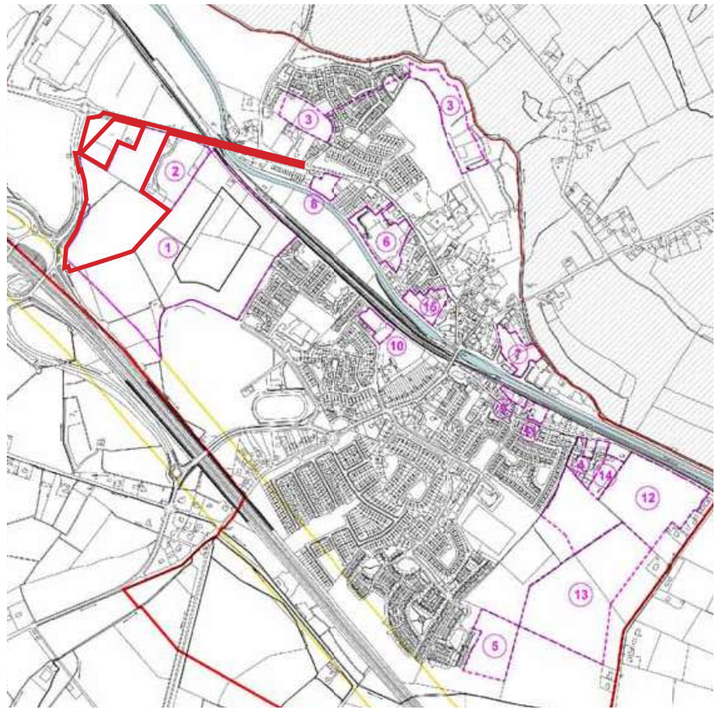
1.3 Site Zoning

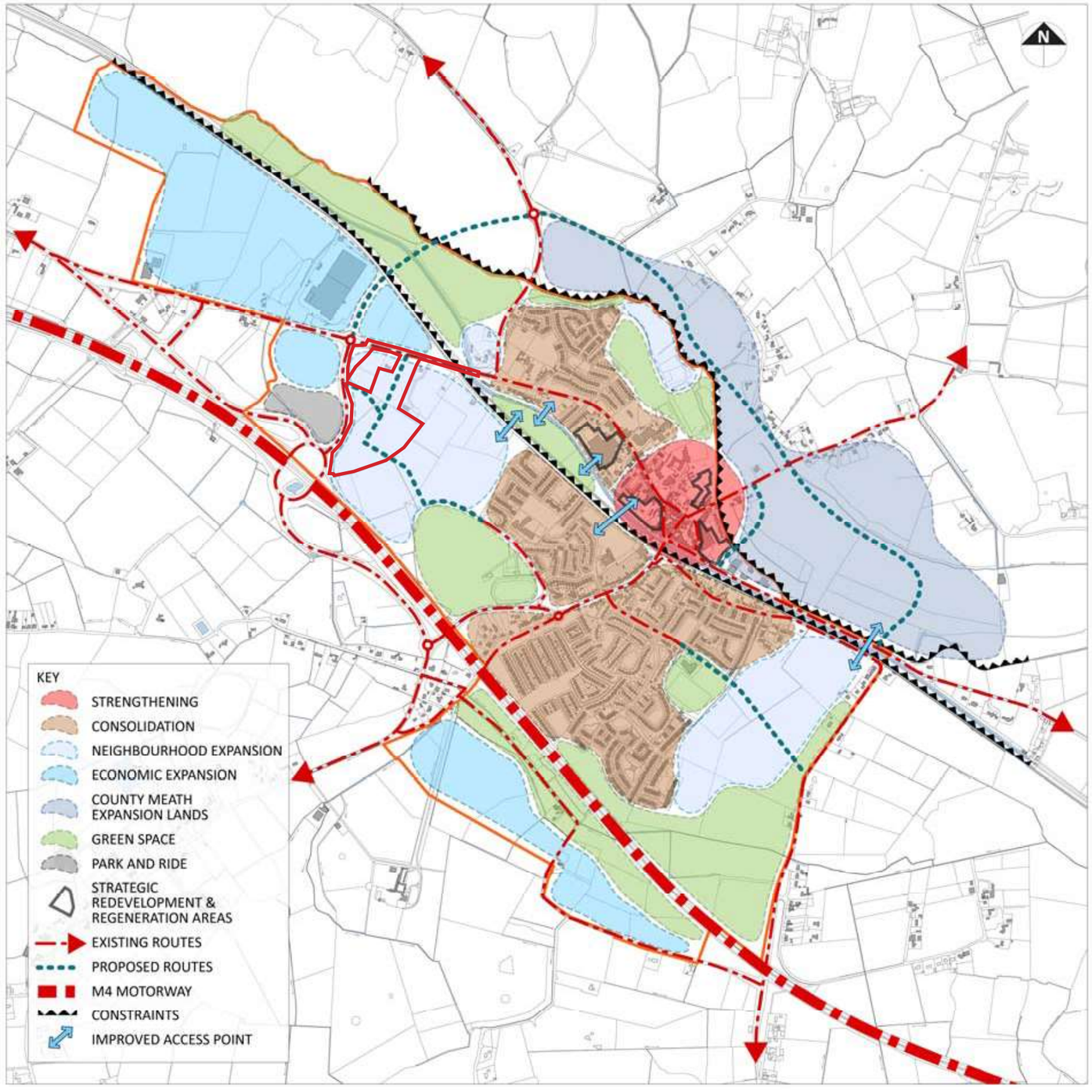
The lands subject to this application form also part of the site identified as Site 1 on Map 13: Residential Sites map in Kilcock LAP (extract shown below).

One of the key objective in the plan for the subject site is the Roads Objective to link the existing Brayton Park access road with the access road R148 to the M4 Motorway. See the extract shown from Kilcock LAP- Map 2: Urban Design Strategy which shows in blue the proposed routes through the site. Together with this link, it is also proposed in this design strategy to provide access from the Enfield Road (north of the site). These objectives are key components generating the design and layout of the proposed development.

The proposed use of the site as residential is therefore in line with the uses and scale of development envisaged under the Kilcock Local Area Plan 2017-2021 and Kildare County Development plan 2017-2023.

Extract from Kilcock Local Area Plan 2015-2021 -
Map 13: Residential Sites





Extract from Killcock Local Area Plan 2015-2021 - *Map 2: Urban Design Strategy*

1.0. Introduction

1.4 Site Features

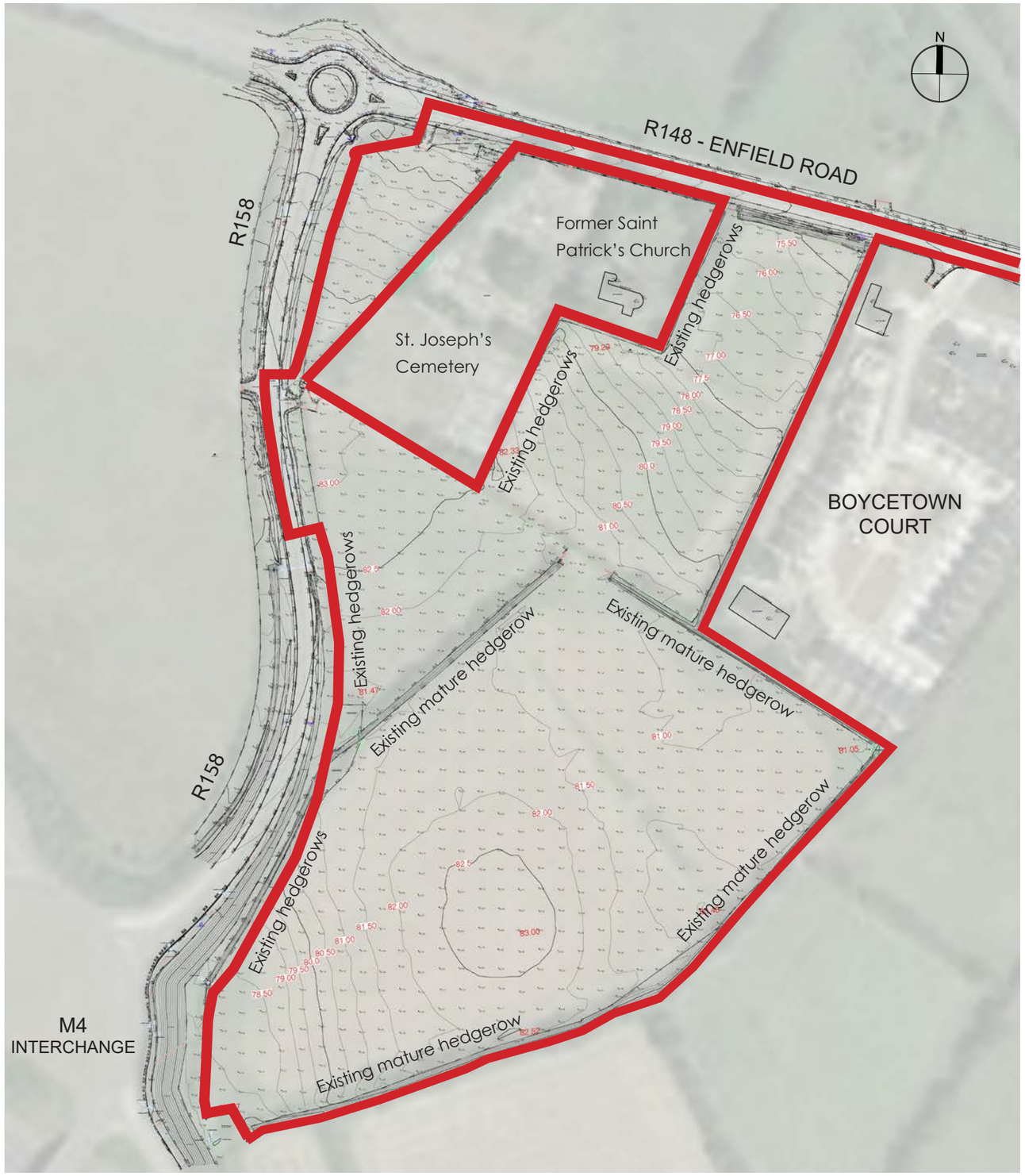
The gross area of the site enclosed within the red line is of 9.75 ha.

The main site has a triangular shape with a rectangular area at the top that connects it with Enfield Road. The boundaries are predominately natural and mature indigenous hedgerows, with the R148 & R158 lining the north and the west of the site.

The site could be described as flat in is most part, having a gradual slope to the Enfield Road in the north part, and to the M4 interchange to the south west. The fall is more pronounced to the north of the site, with a fall of circa of 5.5 m from the boundary along Enfield Road to the existing hedgerow that is also the south boundary of the adjacent existing residential development Boycetown Court. From that part to the south-east and south-west site boundaries, the site is mostly flat with a little fall at the South Western boundary.

There are existing ditches which run along the lines of the existing hedgerows into which some man made land drains outfall.

The R148 that connects with the M4 motorway, which forms the Western boundary, has a lower ground level than both the main and secondary site at the existing roundabout at the top of the site, and then it rises along the boundary as it approaches the M4 interchange. The difference in levels with the site at this point is circa of 7 meters. There is and existing substantial hedgerow along this boundary which screens the site both visually and acoustically from the road.



Existing survey indicating existing levels

1.0. Introduction

1.5 Site Conditions

The proposed residential layout responds to the site conditions as follows:

01 – Motorway Setback

Kilcock LAP states that, "the building line of residential development shall be set back 91 metres from the Motorway", as shown on Map 7: Transport Objectives Map below. As a result of this, no residential units are located within this zone, which acts as a buffer area to ensure that traffic generated noise will be kept to a minimum.

02 – Construction of road linking the Bawnogues to the M4 interchange & Adjacent approved SHD housing development

It is an objetive of Kildare County Council to facilitate the future construction of the road that connects Bawnogues area with M4 interchange. The adjacent approved SHD housing development to the south east (Ref.:PL09 .306826) already integrates into its layout the proposed distributor road connecting Brayton Park to the boundaries of this site, where it connects into this proposal and snakes through the proposed layout to connect to the R158.

03 – St. Joseph´s Cemetery (Kilcock Cemetery)

The proposed layout respects the existing local cemetery located to the north and west boundaries by the set back siting of all dwellings while also maintaining the existing heavily dense, mature trees & hedgerows that screen the cemetry. This allows the cemetry to remain unperturbed to retain its privacy and character.

04 - Protected former St Patrick's Church structure

The proposed layout respects the existing protected structure, which is now in residential use. The building is currently screened by mature hedgerows and trees and this boundary will be subject of further planting and fencing as part of the landscaping plans.

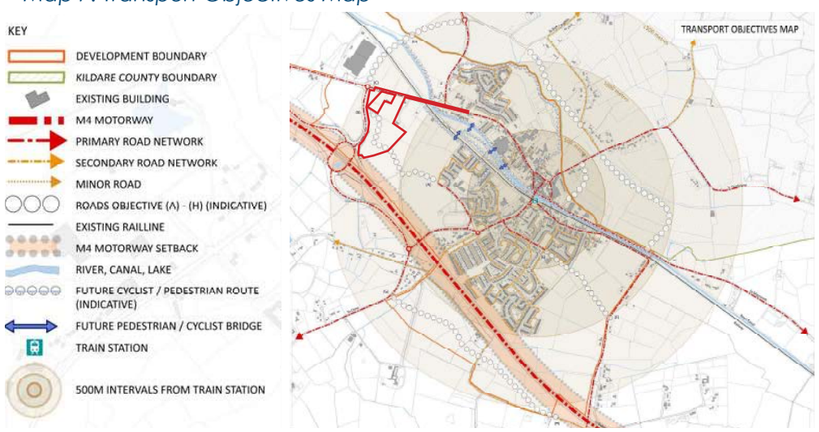
05 – Existing adjacent residential housing Boycetown Court

The proposed layout respects and compliments the existing residential development Boycetown Court.

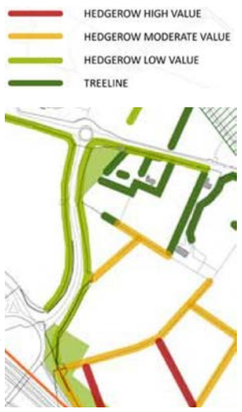
06 – Existing hedgerows

Existing hedgerows are being retained & reinforced where possible throughout the proposed development.

Extract from Killcock Local Area Plan 2015-2021
- *Map 7: Transport Objectives Map*



Extract from Killcock Local Area Plan 2015-2021 - *Map 9: Green Infrastructure Map*



Existing site conditions



1.0. Introduction

1.6 Site Photographs


01_PROTECTED STRUCTURE - VIEW TO NORTHERN FAÇADE FROM R148


02_PROTECTED STRUCTURE - VIEW TO SOUTHERN FAÇADE + GRAVEYARD WALL


03_PROTECTED STRUCTURE - VIEW TO SOUTHERN FACADE


04_PROTECTED STRUCTURE - VIEW TO PROTECTED STRUCTURE (EASTERN) BOUNDARY TREATMENT ONTO PROPOSAL SITE.


05_PROTECTED STRUCTURE - VIEW TO EASTERN BOUNDARY FOLIAGE FROM PROTECTED STRUCTURE ENTRANCE GATE

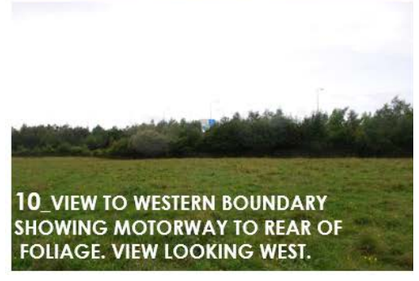



06_VIEW TO BOYCETOWN MANOR ESTATE FROM R148. STANDING NORTH LOOKING SOUTH EAST


07_VIEW TO EASTERN BOUNDARY OF SITE- VIEW SHOWING ADJOINING BOYCETOWN MANOR HOUSING ESTATE


08_VIEW TO WESTERN SITE ENTRANCE FROM R407. VIEW LOOKING TO SOUTH


09_VIEW TO SOUTH WESTERN BOUNDARY SHOWING MOTORWAY TO RIGHT. VIEW LOOKING TO SOUTH OF SITE


10_VIEW TO WESTERN BOUNDARY SHOWING MOTORWAY TO REAR OF FOLIAGE. VIEW LOOKING WEST.

1.0. Introduction

1.7 Site Constraints

The existing site conditions create the site constraints that have influenced into the design and layout of the proposal and are detailed on the adjacent map.

All of the below factors, but not limited to, have been considered in the formulation of the proposed development:

Motorway Setback
The required set back distance of 91m ensures that any traffic generated noise will be at a minimum.

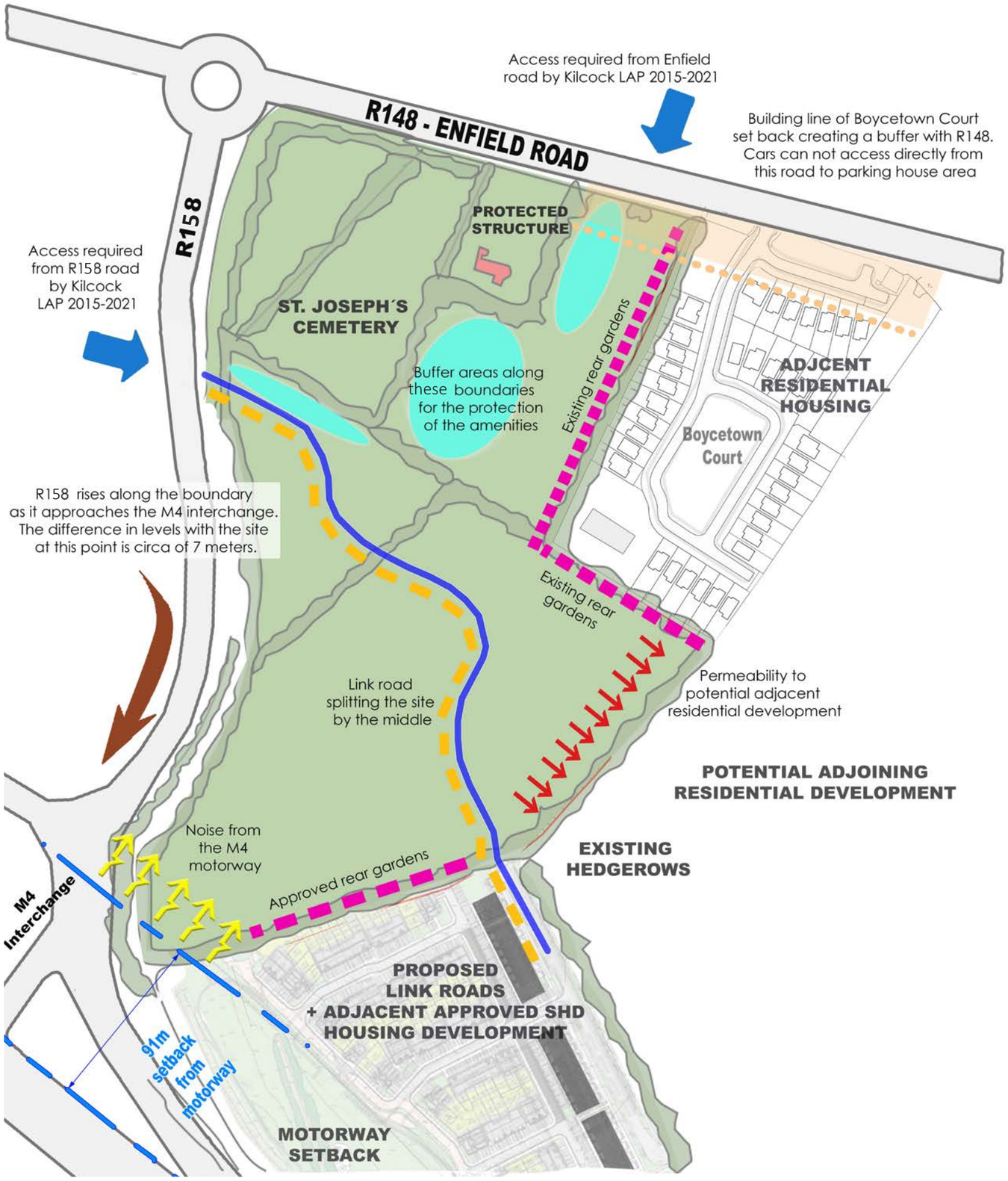
Road linking the Bawnogues to the M4 interchange
The future distributor road splits the site down the middle on an east west axis creating two distinctive areas on both sides.

Kilcock Cemetery & protected former church structure
The location of these existing amenities has encouraged the design of green buffer areas to limit any visual and security impact created by the proposed development.

Existing & future adjoining residential developments
Both Boycetown Court to the north-east and the approved SHD housing development to the south-east have gardens that back onto the eastern boundary of the site.

Potential Residential Development
Adjoining lands to the East are Zoned New Residential. A future link has to be assumed.

Boycetown Court - building line facing Enfield Road
The proposed building line along the R148 Enfield Road has been set back to follow the existing Boycetown Court. This allows for the provision of a green buffer area and a parallel road to provide access to the individial houses fronting onto the R148.



1.0. Introduction

1.8 Site Opportunities

The site constraints create opportunities that when applied to the layout, provide an opportunity to create smaller, more localized neighbourhoods within the overall site area.

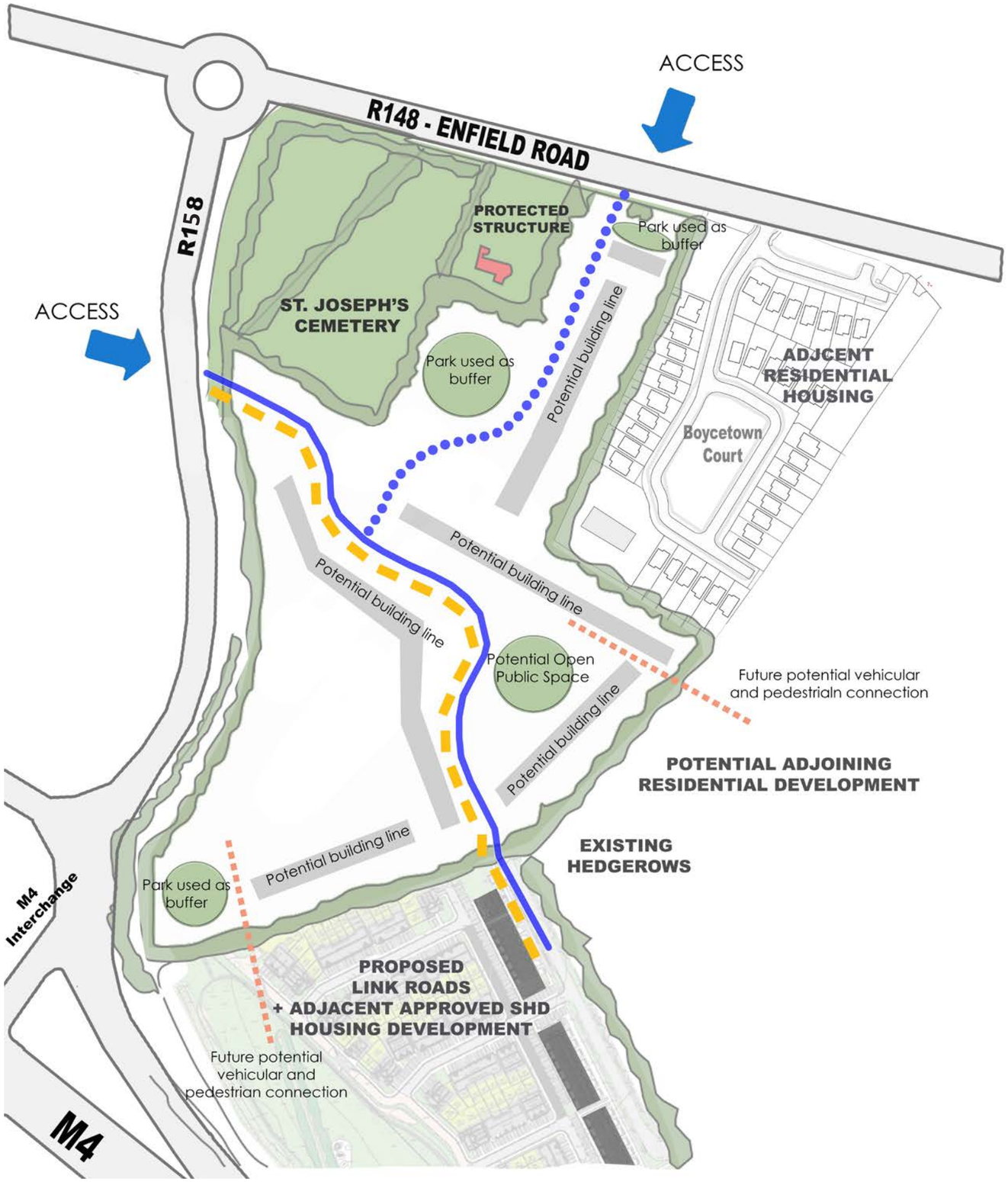
Open spaces
Two potential main open spaces used as buffers are clearly identified in the layout, and a third one is located adjacent to the link road. This third open space is formed naturally as the results of the proposed potential building lines and link road location. The two-major public open spaces location also reflects the spaces indicated in the indicative layout in the Kilcock LAP.

A fourth open space is located to the front of the site facing Enfield Road, following the same principles as Boycetown Court.

Approved SHD adjacent residential development connections
Apart from the link road connection, another potential link to the southern boundary is incorporated to connect our site with the adjacent approved SHD housing development.

Potential Residential Development
Adjoining lands to the East are Zoned New Residential. A future link has to be assumed.

These opportunities allow the layout to develop a series of distinct character areas / neighborhoods around a simple and legible pattern of streets, public spaces and supervised routes. All combining to create a main quality public realm throughout the development.





Extract from Killcock Local Area Plan 2015-2021
Fig 28: Indicative Layouts for The Bawnogues and Church Road Expansion Lands

2.0. Scheme development

2.0. Scheme development

2.1 Previous alternative

Refused Layout submitted on previous SHD Application (Case reference: TA09.311037):

The layout submitted under the previous SHD Application in August 2021 and refused by An Bord Pleanála in November 2021 consisted of the construction of 298 residential units (181 no. dwellings and 117 no. apartments), childcare facility and pumping station along with associated ancillary works and site works.

The 181 no. dwellings consisted of 11.no. two beds, 115 no. three beds & 55 no. four beds as follows:

- 55 no. 4 bed 2 storey houses (House Type A1, A2, A3, A4, A5, A6)
- 115 no. 3 bed 2 storey houses (House Type B1, B2, B3, C1, C2)
- 11 no. 2 bed 2 storey houses (House Type D)

The apartments are provided in 4 no. blocks (A, B, C & D) ranging in height from 4 storeys to 5 storeys (Block A also contains a single storey element which accommodates part of the proposed childcare facility). The 117 no. apartments consisted of 12.no. one beds, 91 no. two beds & 14 no. three beds as follows:

- 12 no. 1 bed apartments accommodated on ground floor of Blocks A,B,C and D
- 91 no. 2 bed apartments accommodated on all floors of Blocks A,B,C and D
- 14 no. 3 bed apartments accommodated on all floors of Blocks A,C and D

The proposed childcare facility (gfa.560.4sqm) is included in Apartment Block A and includes a dedicated outdoor play area (216sq.m).

Ancillary works including 2 no. vehicular entrances off the R148 to the north and the R158 to the west, a spine road which will link with the permitted spine road on the adjoining lands to the south-east under PL09.306826, internal roads, footpaths, cycle lanes, car parking (584 no. spaces), cycle storage/parking (419 no. spaces), 2 no. bus stops, bin storage, public open space, hard and soft landscaping, natural play area, play equipment, boundary treatments, public lighting, 3 no. substations and controlled pedestrian crossing on the R148.

All associated site and infrastructural works including underground wastewater pump station (a wetwell); welfare building 6.25sqm and 3m in height; 472m of 125mm OD rising main and 250m of gravity sewer along the R148; an underground emergency storage tank, capacity 230 m3 approx.; above ground lifting gantry ; valve and flowmeter chambers; a chemical dosing facility for odour control; Passive Carbon Unit; Kiosks; above ground surge vessel (<13 m3); Landscaping, fencing and access off the R148 & R158. The proposed development includes all necessary ancillary pipework and manholes, diversion of existing utilities; new power supply and water connection for the pump station, ducting, mechanical and electrical services, plant, instrumentation, automation, controls and equipment. It also includes all associated site



Reasons for refusal published on the Board Order ABP-311037-21

On the 23rd November 2021, the SHD application SHD Application (Case reference: TA09.311037) was refused by An Bord Pleanála. The **main and only reason for refusa**l was the following:

*"The proposed development, by reason of its **inadequate qualitative and quantitative provision of public and communal open space**, would conflict with the provisions of the Kildare County Development Plan 2017-2023 and the minimum standards recommended in the "Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities" published by the Department of Housing, Local Government and Heritage in December 2020. The proposed development would, therefore, result in a **poor standard of residential amenity for future occupants** and would be contrary to the proper planning and sustainable development of the area."*

Although the issue described above was mentioned as the only reason for refusal, the Board, on their Board Direction BD-009494-21, also considered that *"the **quantum of car parking spaces** proposed is **not justified** and it is considered that the proposed development, by reason of the **dominance of car parking** does not represent a satisfactory urban design response for the site. The proposed development would, therefore, be contrary to the proposed planning and sustainable development of the area. However, the Board decided not to include this as an additional reason having regard to the substantial reasons for refusal above"*

Straight away after the refusal, in December 2021, an alternative layout under a new SHD application was submitted for requesting a pre-planning meeting consultation to the Bord.

2.0. Scheme development

2.2 Consideration of alternatives

Proposed Layout presented to An Board Pleánala at Section 5 Meeting:

The proposed layout presented to ABP consisted of 276 no. residential units (182 no. houses, 94 no. apartments), childcare facility, no. vehicular entrances, and all ancillary site works including public open space, play areas, roads, paths, cycle lanes, car parking, attenuation and a pumping station. The dwellings were all two storey in height and consist of a mix of 2 beds, 3 beds and 4 beds. The apartment units are ranging from three to five storey in height and consist of a mix of 1 beds, 2 beds, 3 beds units.

The main changes from this layout to the one presented and refused on the previous application are summarised below:

- Removal of an apartment block (23 units) and one dwelling.
- New Public Open Space (POS) to the south side of the new link road.
- Increase in the size of the POS 2 to the north of the link road.
- Improvement in design of POS 6 to the south of the link road.
- Increase public open space by 51m2 with no landscape buffer included.
- Reduction in car parking.
- Enhancement communal open space provision including roof terraces.

Relevant notes from KCC response of their section 247 to ABP are as summarised below:

- 241 units are allocated to Kilcock . The proposed development of 276 would exceed the identified growth. The variation provides an allowance of up to 20%.
- Insufficient consideration is given to the overall area of the permitted adjacent SHD.
- Detailed drawings are required. It was not considered at application stage that there was a variety of design proposed in the overall scheme.No elevational drawings have been submitted although it is noted that the design remains relatively unchanged
- There are concerns regarding Block A and the landmark building. It is queried if the 5 storey are appropriate for this site.
- Applicant should ensure separations distances.
- The overall design, as per previous, lacks a sense of place and is a substandard design
- Cycle parking for the childcare facility should be provided.
- The landscape plan shall include native planting along the north west boundary adjacent to the former St Patricks Church and consult with the owners for appropriate boundary treatments.
- There should be no areas of no- man land.
- Layouts and dimensions should be as required in the previous application SHD 311037
- Detailed design to incorporate a 4-arm roundabout at the entrance to the proposed roads objective MTO 25 on the R158.
- The reduction in carparking is noted and should be accompanied by colour coding
- Recessed bus stops along the proposed link road.
- The previous submitted noise report was inadequate and inconclusive.
- Revised auto track drawings.
- Revised independent Road Safety Audit.



2.0. Scheme development

2.2 Consideration of alternatives

Relevant notes from ABP response are as summarised below:

The Board considered **Further Consideration and/or justification** of the documents as they relate to the development strategy for the site in particular the **architectural approach and overall layout of the proposed development** in relation to:

- The **design and interface** of the proposed development as it relates to the proposed s**pine road through the site** (Objective MT025). Particular regard should be given to the requirement to create a h**igh-quality design** response to the site with a **strong urban edge, high quality materials and finishes** and **appropriate interface with the public realm to ensure satisfactory pedestrian and cyclist movements.**
- The **layout of the public open space** to ensure the provision of **functioning open space areas** integrating and complimenting the existing designated public open space at the north west of the site and providing **high quality public realm** throughout the proposal.
- The **treatment of corners and street frontages** to be considered further with the provision of a **variation of building heights, double fronted units** to ensure an appropriate public realm and strong urban edges/streetscapes are created, blank walls and side gables avoided, and better passive surveillance provided for.
- A suburban development which can reflect compliance with the 12 criteria in the Urban Design Manual.

Furthermore, Pursuant to article 285(5)(b) of the Planning and Development (Strategic Housing Development) Regulations 2017, the Board notified that, in addition to the requirements as specified in articles 297 and 298 of the Planning and Development (Strategic Housing Development) Regulations 2017, the following specific information should be submitted with any application for permission:

1. Submission of details demonstrating **compliance** with the particular requirements of the **National Cycle Manual**, including sections 1.9 and 4.9 of the cycle manual.

2. A **visual impact assessment** that comprises a photomontage report with key viewpoints from locations around the vicinity of the site. Additional CGIs of the development when viewed along both sections of the R148, the proposed spine road through the site and adjoining permitted and existing residential development, should be provided.

3. A **childcare demand analysis** and the likely demand for childcare places resulting from the proposed development.

4. A **Noise Impact Assessment** and the justification for any setback along the motorway and those polices in the development plan.

5. **Landscaping proposals** including an overall landscaping masterplan for the development site. Details pertaining to the quantity, type and location of all proposed hard and soft landscaping including details of play equipment, street furniture including public lighting and boundary treatments should be submitted. Report should address measures to protect existing trees and hedgerows to be retained.

6. Submission of all **boundary treatments** around the perimeter and within the site. Proposals will integrate any existing and/or proposed treatments on the adjoining residential developments.

7. Submission of an **Arboricultural Assessment, Tree Constraints Plan and Tree Survey**.

8. A **Traffic and Transport Assessment** which addresses the concerns of the Transport Section having regard to the car parking ratio proposed.

9. Where the applicant considers that the proposed strategic housing development would materially contravene the relevant development plan or local area plan, other than in relation to the zoning of the land, a statement indicating the plan objective(s) concerned and why permission should, nonetheless, be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act 2000. Notices published pursuant to Section 8(1)(a) of the Act of 2016 and Article 292 (1) of the Regulations of 2017, shall refer to any such statement in the prescribed format. The notice and statement should clearly indicate which Planning Authority statutory plan it is proposed to materially contravene.

10. The information referred to in article 299B(1)(b)(ii)(II) and article 299B(1)(c) of the Planning and Development Regulations 2001-2018 should be submitted as a standalone document.

2.0. Scheme development

2.3 Developed Layout Concept

In response to ABP comments in relation to the layout presented to the board, the following changes are introduced:

- A well defined and **strong urban edge** is introduced **along the distributor road and to the north-east of the R148-interchange road** with the inclusion of a mix of **apartment and duplex blocks** ranging from 3 to 4 storeys. A 4-storey apartment block with a circular shape is located at the entrance, forming a gateway building defining the entrance and clearly identifying the residential character of the area. It also helps to create the strong urban edge to the R158 requested by ABP. From this point, the height of the buildings varies from 3 to 4 storeys along the spine road, and it is coherent with the adjacent approved SHD housing development which also includes in its design apartment and duplex buildings ranging from 3 to 5 storeys along the distributor road.

- The size and layout of Public Open Space 1 and Public Open Space 6 is increased and improved and the layout of the new Public Open Space to the southwest of the spine road is also improved as it is between two row of duplexes instead of being surrounded by road surface. These changes, together with the rest of public open spaces throughout the proposal and the removal of car park spaces from the perimeter of the open spaces ensure the provision of **functioning and high quality public realms.**

- 3-storey duplex blocks and 3-storey book end units, all **double fronted units,** are added to create strong urban edge and **height variation** throughout the proposal. All open spaces are overlooked by houses, providing passive surveillance.

- The permeability of the site is improved by the introduction of a **combined cycle and pedestrian path that will connect the approved adjacent open space to the south with the north entrance of the site**. This line will travel along the R158 - west boundary, forming a **linear park** that will create an acoustic **buffer between the M4 interchange and the residential units** as required by Kildare County Council. The existing indigenous planting and the difference in level between the interchange road and the site combined protect the linear park and housing from the visual and noise of the traffic.

- **3 character areas** are clearly identified, each one linked to a main open space:
    1. Area to the north of the site that includes 3 and 4-bedroom houses, with the detached and semidetached houses to the northern part, and terraced units closer to the link road.
    2. Area to the east of the link road, that includes 2 and 3-bedroom houses, and linked to the triangular open space that acts as a buffer from the distributor road.
    3. Area to the south of the link road, that includes the apartment and duplex buildings and 3 to 4-bed rooms terraced houses. The apartment&duplex blocks act as a visual and acoustic barrier from the distributor road and create a strong urban edge. The blocks of houses in this area follow the same pattern as the adjoining housing development.



2.0. Scheme development

2.4 Proposed Scheme

The proposed development (30,839 sq.m GFA) will consist of the demolition of a detached, vacant cottage (gfa 69sq.m) and the construction of 272 residential units (149 no. houses, 65 apartments and 58 duplexes), childcare facility and foul pumping station along with associated ancillary works and site works.

The 149 no. dwellings consist of:

- 40 no. 4 bed 2 storey houses (House Type A1, A2, A3, A4, A5)
- 8 no. 4 bed 3 storey houses (House Type E1, E2)
- 90 no. 3 bed 2 storey houses (House Type B1, B2, B3, C1, C2)
- 11 no. 2 bed 2 storey houses (House Type D1)

The proposed apartments and duplexes are provided in 7 no. blocks (Blocks A, B, C, D, E, F, G) ranging in height from 3 to 4 storeys, with the exception of 1no. Duplex Block (Type N1), which is a 3 storey, end of terrace unit. Block A and Block B contain Rooftop terraces at 4th floor level.

The Duplex Blocks (Type J1, Type, J2, Type J3, Type J4, Type K1, Type L1, Type M1, Type N1) are all 3-storey and contain 58 units divided as follows:

- 6no. 1 bed ground floor apartment units (Units L1-A)
- 23no. 2 bed ground floor apartment units (Units J1-A, J2-A, J3-A, J4-A, K1-A, M1-A, N1-A)
- 1no. 2 bed duplex unit (two-storey unit) (Units K1-B)
- 25no. 3 bed duplex units (two-storey units) (Units J1-B, J2-B, J3-B, J4-B, L1-B)
- 3no. 4 bed duplex units (two-storey units) (Units M1-B, N1-B)

The 65 apartments are located within Blocks A, B, C and D divided as follows:

- 17no. 1 bed units (Type F1, Type F2, Type F3, Type F4, Type F5, Type F6)
- 37no. 2 bed units (Type G1, Type G2, Type G3, Type G4, Type G5-A, Type G5-B, Type G6, Type G7, Type G8)
- 11no. 3 bed units (Type H1, Type H2)

Block D also contains a childcare facility (gfa.526.2 sqm) and includes a dedicated outdoor play area (c.210 sq.m).

Ancillary works including 1 no. vehicular entrances off the R148 to the north and 1 no. vehicular entrance off the R158 to the west, a spine road which will link with the permitted spine road on the adjoining lands to the south-east under PL09.306826, internal roads, footpaths, cycle lanes, car parking (465 no. spaces), cycle storage/parking (426 no. spaces), 2 no. bus stops, bin storage, public open space, hard and soft landscaping, natural play area, play equipment, boundary treatments, public lighting, 3 no. substations (14sq.m each) and controlled pedestrian crossing on the R148.

All associated site and infrastructural works including underground wastewater pump station (a wetwell); welfare building 6.25sqm and 3m in height; 472m of 125mm OD rising main and 250m of gravity sewer along the R148; an underground emergency storage tank, capacity 230 m3 approx.; above ground lifting gantry; valve and flowmeter chambers; a chemical dosing facility for odour control; Passive Carbon Unit; Kiosks; above ground surge vessel (<13 m3); Landscaping, fencing and access off the R148. The proposed development includes all necessary ancillary pipework and manholes, diversion of existing utilities; new power supply and water connection for the pump station, ducting, mechanical and electrical services, plant, instrumentation, automation, controls and equipment. It also includes all associated site development works, hardstanding areas and access and site drainage. The proposed development includes works on lands owned by Kildare County Council to facilitate access and drainage infrastructure.



Proposed Site Plan

2.0. Scheme development

2.4 Proposed Scheme

One of the most sensitive constrains of the site is the existing former St Patrick's church to the north and east of the site, which is a Protected Structure. The building is now a private dwelling, but is within the objectives of Kilcock LAP to preserve the existing protected structures and to mitigate the impact that close development could cause to these existing landmarks.

The proposed scheme deals negating the impact of the development as follows:

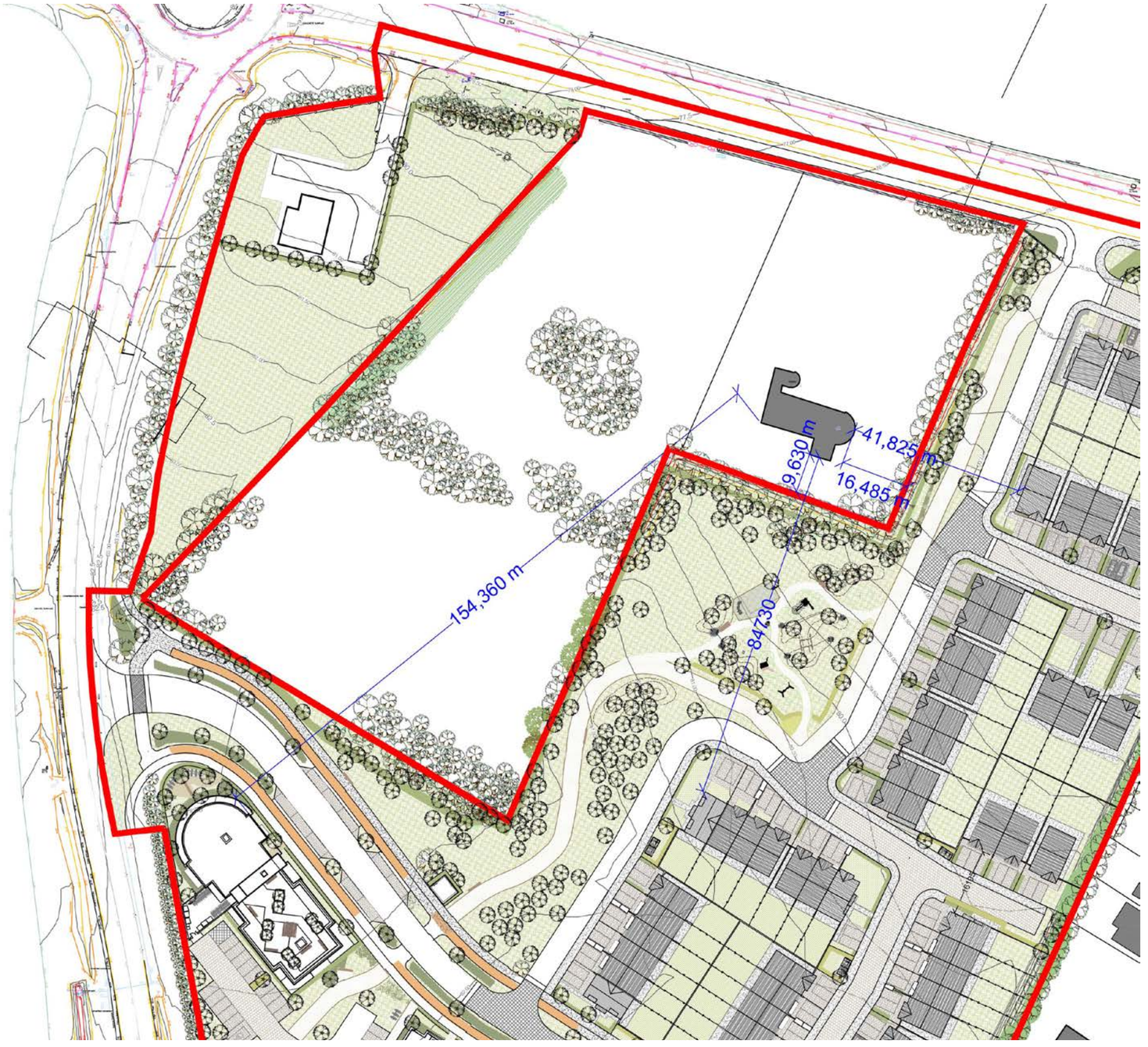
1. Overlooking and privacy and dominance - The existing hedgerow and tree line along with proposed additional reinforcing landscaping and tree planting offer significant screening and protection.

2. The proposed location of the new pumping station was agreed with Irish Water & Kildare County Council, and it is located well away from the Protected Structure site.

3. The closest housing is max 2 storeys and is almost 42 metres from the PS. The apartments and denser parts of the scheme are located to the south of the main access road circa 154 metres from the Protected Structure site.

4. There is a construction management plan included in the application, and all measures will be taken to mitigate impact of construction during the build stage.

In addition to this assesment, please, refer to the Architectural heritage impact assessment prepared by conservation architect John Greene submitted with the SHD application for further details.



Distances from buildings to protected structure

3.0. Urban Design Criteria

3.0. Urban Design Criteria

3.1 Context

How does the development respond to its surroundings?

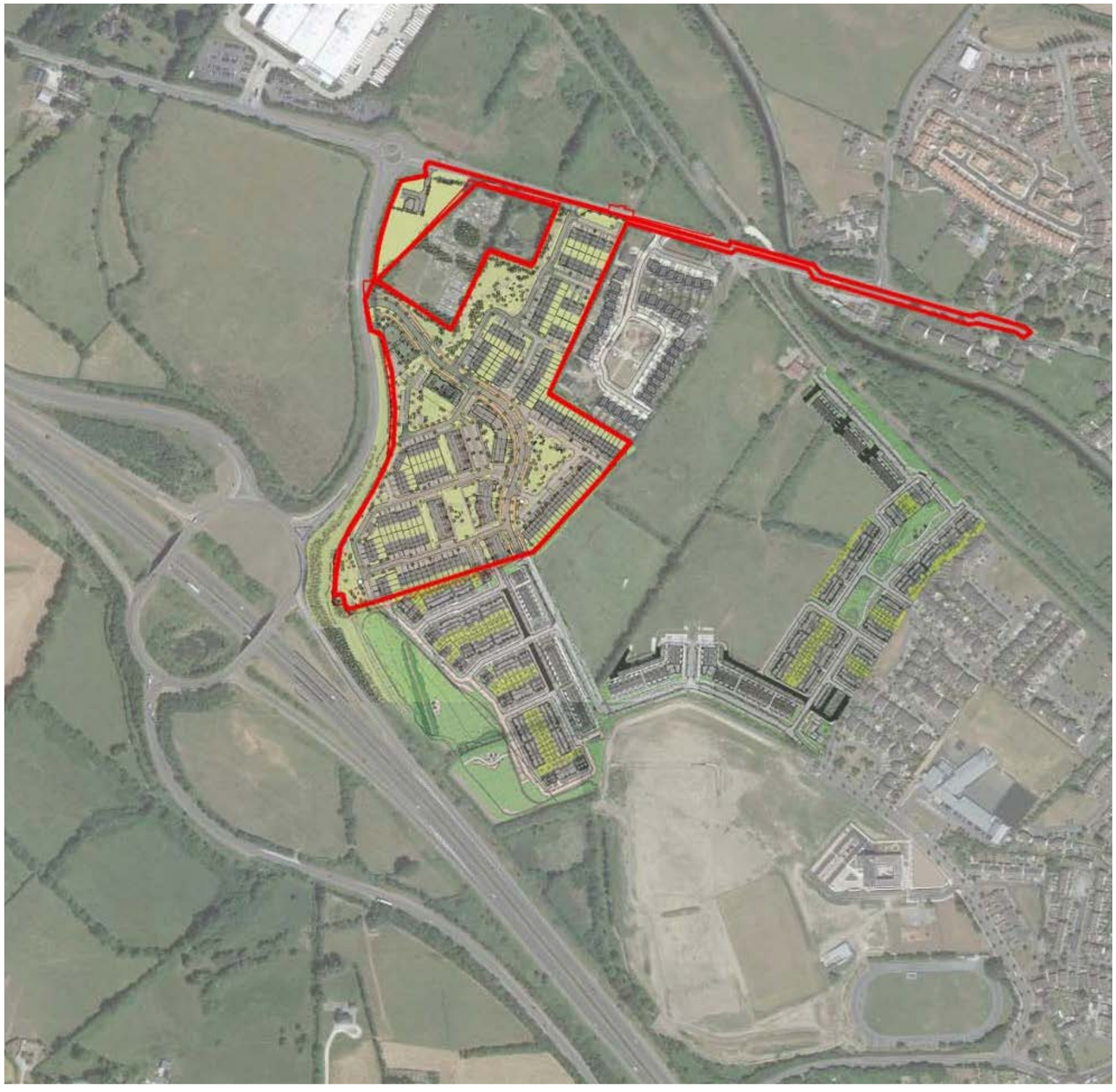
The proposed scheme is designed as a response to both the existing and proposed uses of its surroundings. To the north of the site the houses are set back from the R148 road and reflect the building line of Boycetown Court to the East of the site. A low stone wall and indigenous planting behind is proposed along this road frontage which is very similar to the treatment of both the road frontage to Boycetown Court to the East and the Protected former St Patrick's Church structure which is now in residential use to provide an appropriate and continuous quality & green finish along the Western Approach to Kilcock. The line of the public footpath to the front of Boycetown Court will be continued along the front of this site, providing a further extension of the footpath to the graveyard providing a safer environment for pedestrians (an opportunity outlined in Kilcock LAP Section 7.4.2.2. The Western Approach).

Boycetown Court Housing has been developed with houses backing onto the south and west boundaries of the proposed site. The scheme proposes a row of houses backing onto these with the rear gardens / side elevations facing them. A row of housing backs onto the adjoining lands zoned residential to the East of the main block of our site while also allowing for a future link with them if required.

Boycetown SHD, the approved development to the south-east, has also been designed with houses backing onto the south-east boundary. The proposed scheme also proposes a row of houses backing onto these with rear gardens. The houses ending this row of dwellings has been rotated to follow the building line of the adjacent development and to allow the link with the proposed road to their Eastern boundary. Also, the open public space proposed that acts as a buffer from the M4 motorway has been also brought to our site and the pedestrian and cycle footpath continue along the east boundary to the north entrance of the development. A "linear park" acting as a buffer is then formed along the R158.

Also, buffer green spaces/public open spaces are provided along the boundaries with both the protected structure and the existing burial ground adjoining the site to the north-eastern boundaries. Existing hedgerows and trees along these boundaries are retained, respecting the privacy and sense of place of both these significant features on the approach to the town.

All this will reinforce Key Strategy KS 1 for Kilcock to provide 'A high quality, green, well-connected town with a compact urban form which provides a vibrant and vital mixed-use environment.' as it prioritizes both greening Kilcock and the promoting of the character and heritage of the area.



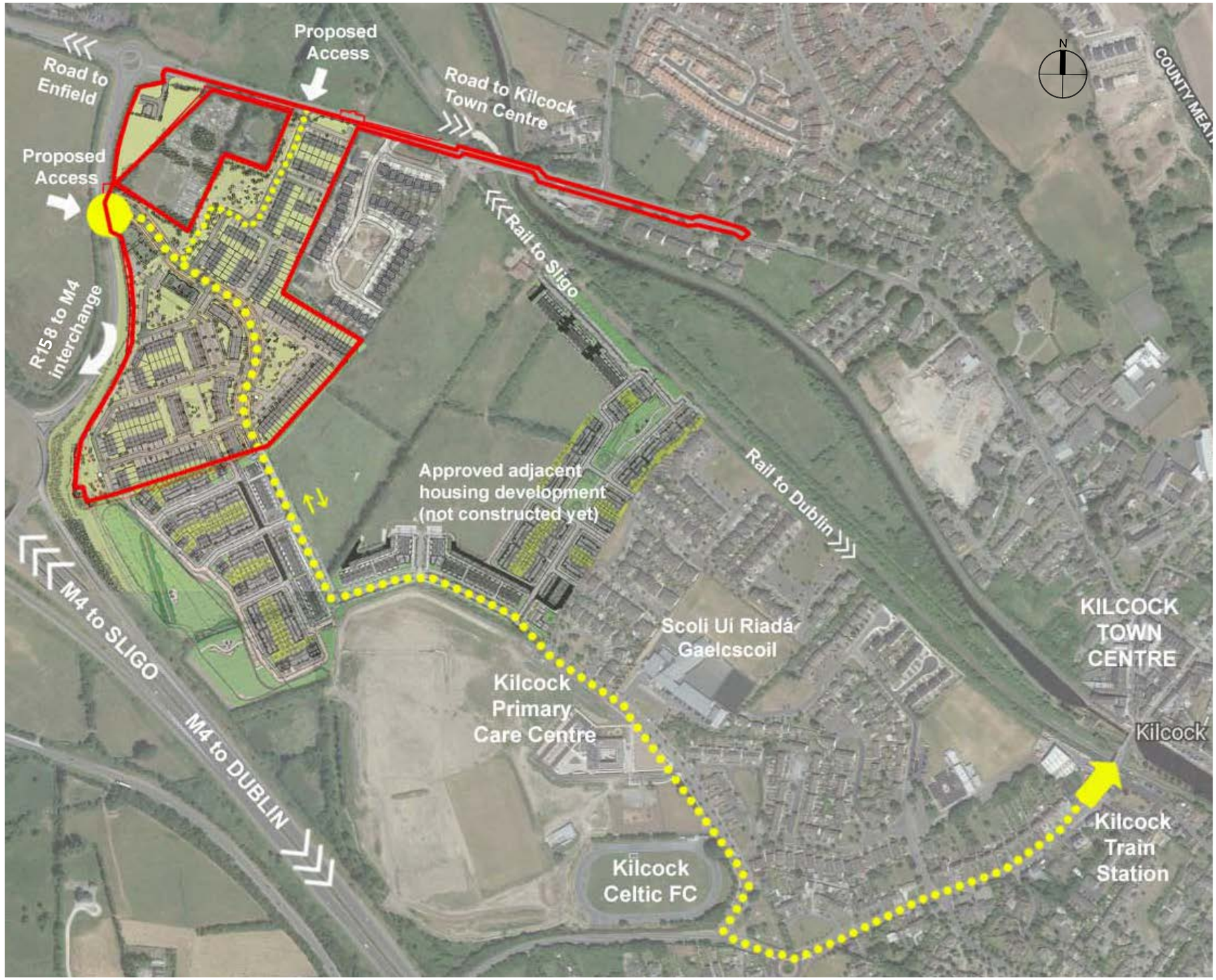
3.0. Urban Design Criteria

3.2 Connections

How well connected is the new neighbourhood?

The proposed housing is accessed off the R158 from both the M4 Interchange and the Enfield Road approaches. As stated previously, these access routes are highlighted on Kilcock LAP Map 2: Urban Design Strategy (see Extract from Killcock Local Area Plan 2015-2021 - Map 7: Transport Objectives Map attached on page 10 of this document).

The scheme also facilitates the previously mentioned **distributor road** which **will link** a proposed new roundabout on **the R158 near the M4 interchange to Brayton Park** where Scoil Ui Riada Gaelscoil, Kilcock Primary Care Centre and Kilcock Celtic Football Club are all located in close proximity. This road is designed to facilitate buses through the centre of the scheme to these community facilities. The central connecting piece of this link is proposed in an adjoining planning application which when both are complete will combine to improve the circulation from the M4 from Dublin into Kilcock. (See marked up image below with site outlined & proposed road marked up in yellow). This route will have both cycleways and footpaths on either side of the road **and will provide** the housing proposed in both schemes with **an alternative route to the community facilities, Kilcock railway station and the town centre.** The distance from the new proposed roundabout to Kilcock Railway station is less than 2km, which will facilitate the commute to Dublin to any residents who need to commute.



3.0. Urban Design Criteria

3.2 Connections

How well connected is the new neighbourhood?

There is proposed a **bus stop** along the spine road located in the centre of the development.

All units are within a radius of less than 300 m from the proposed bus stop as can be seen on the attached map.



3.0. Urban Design Criteria

3.3 Inclusivity

How easily can people use and access the development?

The development facilitates the growth of a socially cohesive community through the provision of a wide range of housing types and tenures. The range of housing types vary from single bedroom apartments to four-bedroom detached houses which facilitates a wide range of households. This range is reinforced by the mixture of private, social and affordable housing units intermingled throughout the scheme, all of which promotes social inclusivity. This housing has been designed around a range of interconnected public and communal open spaces providing local open space for the smaller neighbourhoods within the greater community to congregate.

All open spaces are clearly defined, accessible and open to all. The open spaces are passively overlooked by the surrounding houses for creating safer environments for these public areas. The design of pedestrian movements and spaces and how they interact with the surrounding environment aims to create places that are inviting, attractive and well utilised by pedestrians and take into consideration the needs of the disabled, mobility impaired and children.



3.0. Urban Design Criteria

3.4 Variety

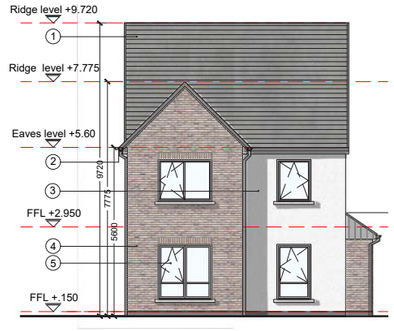
How does the development promote a good mix of activities?

As noted above a range of units from **single bed-room apartments to 4-bedroom detached** houses are provided throughout the site facilitating a large range of family units in both scale and budget.

A **childcare facility** is proposed centrally within the scheme in Block D. This will facilitate pick up and drop off for the growing numbers of commuters that live in the town, many of which may move into this residential development. An outdoor play area is also provided within the childcare facility grounds.

The public open space to the south of the site facilitates links for cyclists and pedestrians into the proposed large public open space within the approved SHD application as part of the motorway set back to the adjoining site.

The range of public and common spaces throughout the scheme proposed provides a range of diverse spaces which facilitate exercise and play, for adults and children alike. The linear park proposed to the west boundary will also provide exercise machines along its route.



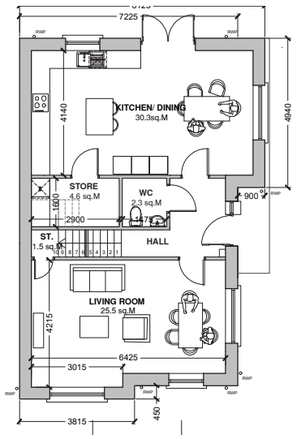
TYPE A2 - Front Elevation



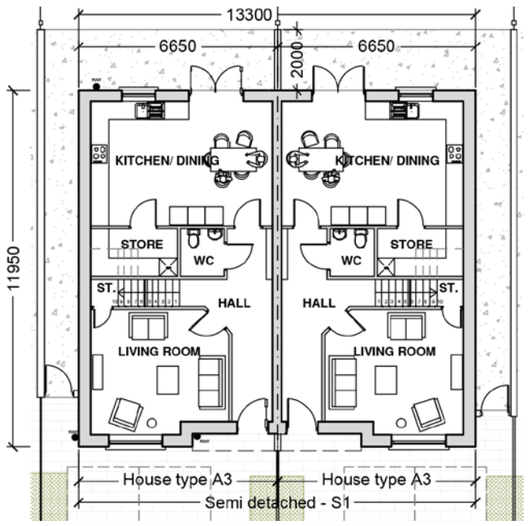
TYPE A3 - Front Elevation



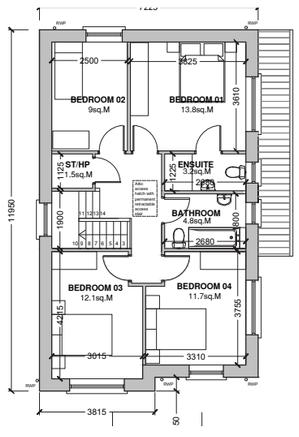
TYPE A4 - Side Elevation



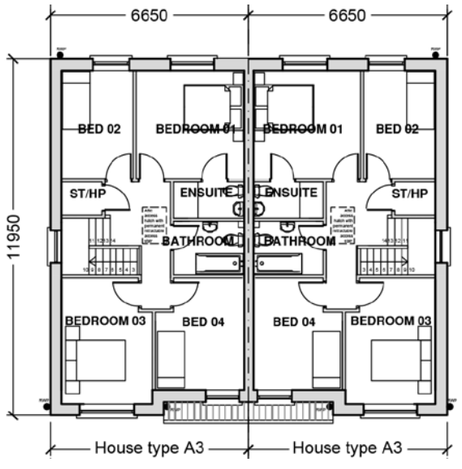
TYPE A2 - Ground Floor PlN



TYPE A3 - Ground Floor



TYPE A2 - First Floor



TYPE A3 - First Floor

Houses Type A1-A2

They are two-storey, 4 bedrooms detached homes designed for 7 people. Both units have generous living spaces on the ground floor with 3 double bed-rooms and 1 single bedroom at the first floor.
Type A2 is designed as a dual aspect house and it is accessed from the side and has windows positioned on the front and side to provide passive surveillance over adjacent open spaces and streets. Both types are suitable for attic conversion.
Curtilage parking is provided to the front of each unit.

Houses Type A3-A4-A5

These are two-storey, 4 bedrooms houses designed for 6 people. Houses A3 and A4 act as semi-detached and/or end of terrace houses. A4 Type A2 is designed as a dual aspect house and it is accessed from the side and has windows positioned on the front and side to provide passive surveillance over adjacent open spaces and streets.
House A5 is a mid-terrace house.
All types have generous living areas on the ground floor, and 2 double and 2 single bedrooms on the first floor. They are all suitable for the attic conversion. Curtilage parking and a bin store are provided to the front of each unit for the mid terrace units.

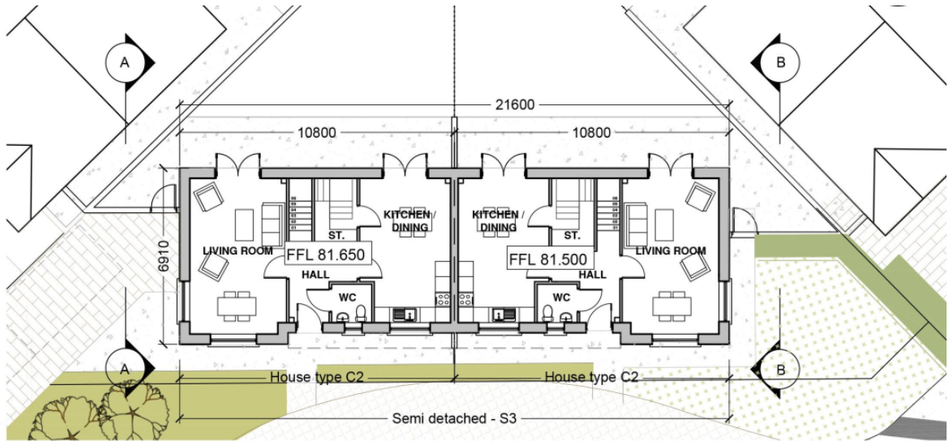
3.0. Urban Design Criteria

3.4 Variety

Houses Type B1-B2-B3-C1-C2

These are two storey, 3 bedroom detached, semidetached and mid / end terrace houses and are designed for 5 people. All units have generous living spaces on the ground floor with 2 double bedrooms and 1 single bedroom at the first floor. Type B2 is designed as a dual aspect house and it is accessed from the side and has windows positioned on the front and side to provide passive surveillance over adjacent open spaces and streets. All types are suitable for attic conversion. Curtilage parking is provided to the front of each unit or adjacent to each unit in a shared open space to the front of each house.
A bin store is provided in a privacy strip at the front of each mid-terrace house.







Houses Type D

These are two storey, mid-terrace houses has 2 bedroom and it is designed for 4 people. This mid-terraced house is the smallest of the houses with an area of 90 sq m. The house is arranged with a living room to the front and a generous kitchen - dinning area to the rear with direct access to the garden. At first floor two generous bedrooms face front and back.
Parking spaces are provided adjacent to each unit in a shared open space to the front of each house.
A bin store is provided in a privacy strip at the front of each house.

For full details and complete drawings of houses type drawings and terraces arrangement, refer to the drawings attached with this application.

3.0. Urban Design Criteria

3.4 Variety

Houses Type E1-E2

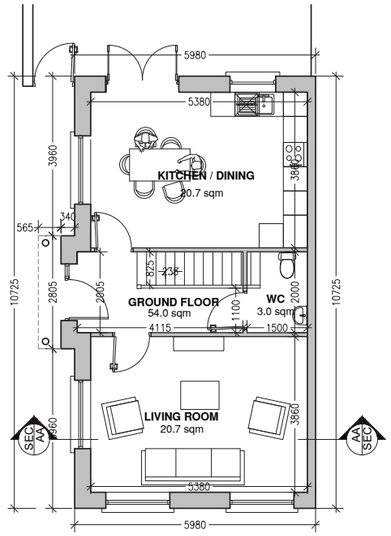
These types are the largest of the units.

They are three-storey, 4 bedrooms detached homes designed for 8 people. Both units have generous

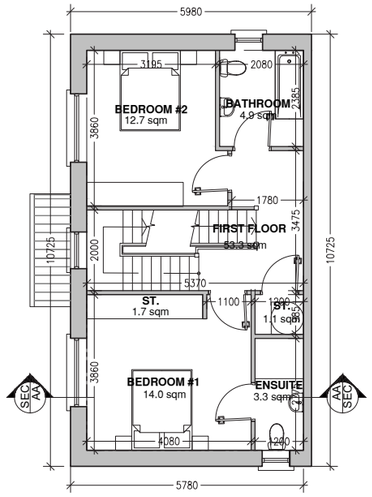
living spaces on the ground floor with 4 generous double bedrooms at the first floor and second floor.

The units are designed in full brick as a dual aspect house, and are is accessed from the side with windows positioned on the front and side to provide passive surveillance over adjacent open spaces and streets.

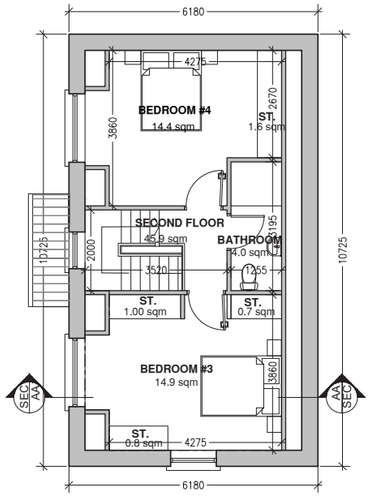
Curtilage parking is provided to the front or side of each unit.



TYPE E1 - Ground Floor



TYPE E1 - First Floor



TYPE E1 - Second Floor



View of house type E1 facing Public Open Space 2 (by Digital Dimensions)

3.0. Urban Design Criteria

3.4 Variety

Apartments

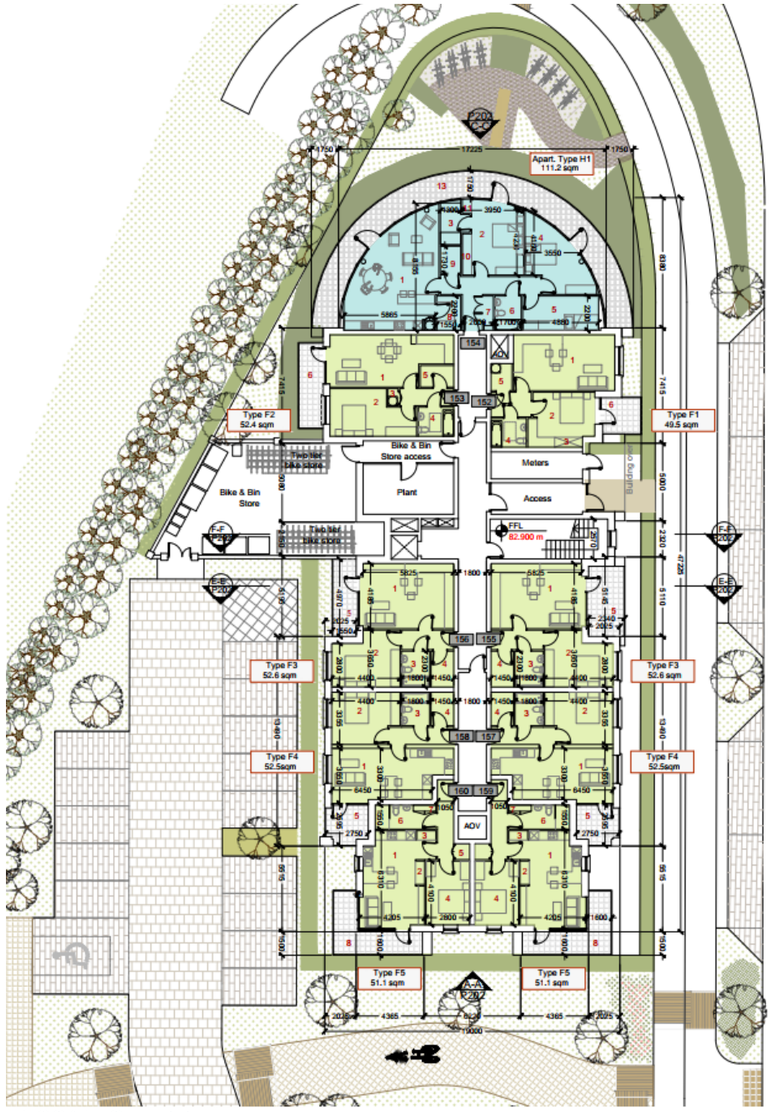
The provision of four apartment blocks are 4 storeys high to allow for a greater diversity and flexibility in the proposed housing scheme.

The apartment blocks include a variety of 1, 2 and 3-bed apartments providing accommodation for 2, 4 & 5 person units. The majority of the apartments are comprised of a standard floorplan module which is arranged to compliment and enhance the local site conditions (see below paragraph 4.1. Apartment Buildings - Design and Layout). The dwellings have been designed in reference with all building regulations and quality of housing guidelines to ensure a high quality space for living will be provided.

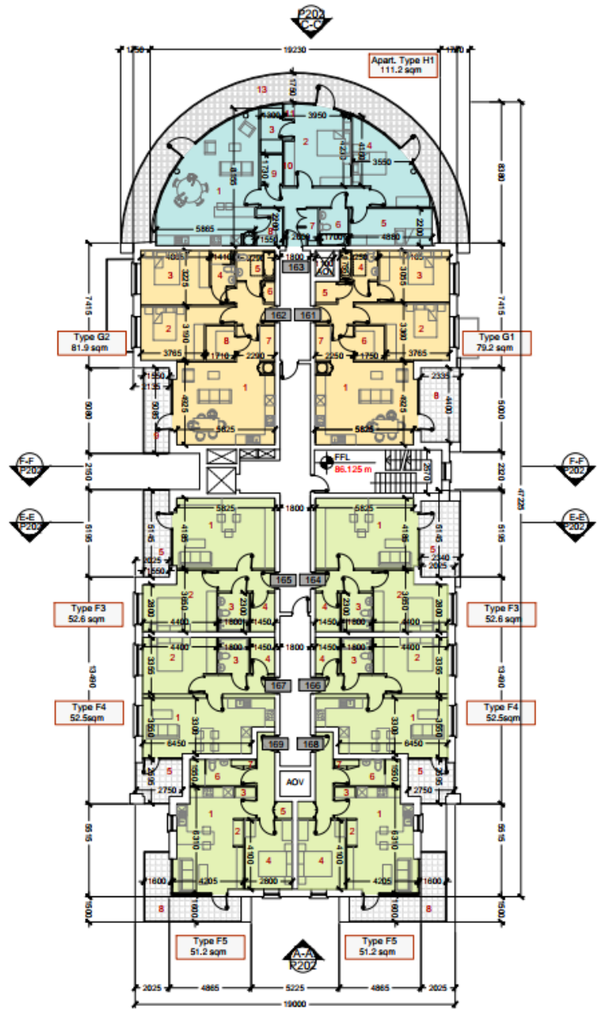
The apartment blocks line the central spine road creating a strong yet permeable boundary for the housing units behind to create a safer and more sheltered streetscape for the community. The siting of the apartments also allow for safer accesibility to both housing & apartment units by creating buffered areas of less traffic where parking is provided away from the spine road.

The apartment blocks are aligned only to the south of the central distributor road to allows for uninterupted sun light to all housing units on the south of the site. To the north of the site, the spine road creates space between the apartment blocks and the housing units to the north of the scheme to avoid overshadowing to dwellings and public open space. Refer to the 'Shadows Study' submitted with this SHD application for further details.

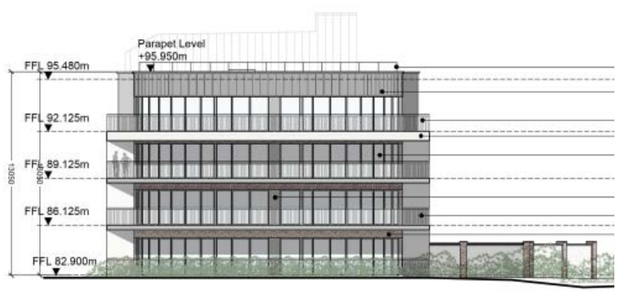
For further details of apartments in relation to materiality, orientation, etc., refer to Section 4, Apartment Building, of this document.



BLOCK A - Ground Floor



BLOCK A - First Floor Plan



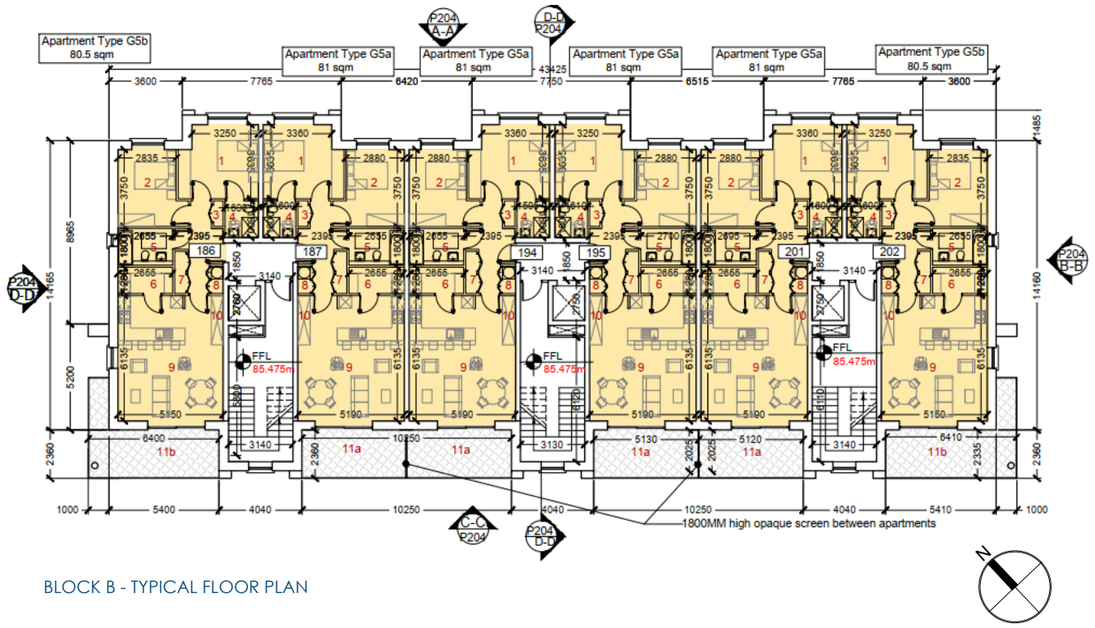
BLOCK A - Elevation from R158 entrance to site



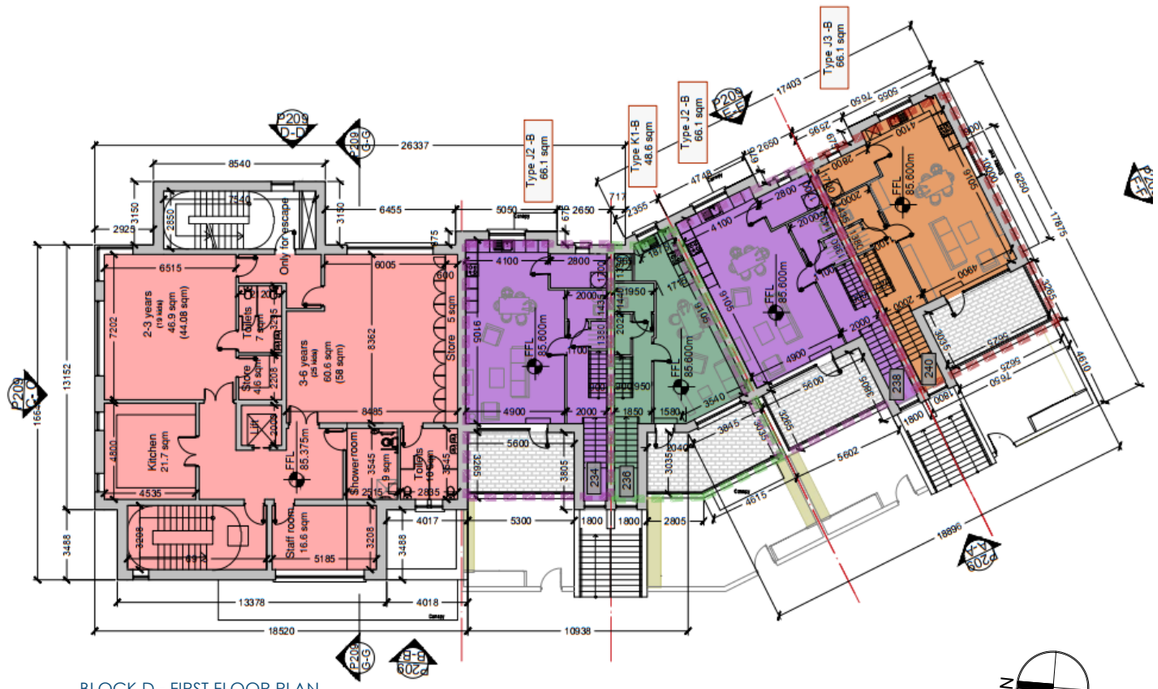
BLOCK A - Elevation looking to distributor road

3.0. Urban Design Criteria

3.4 Variety



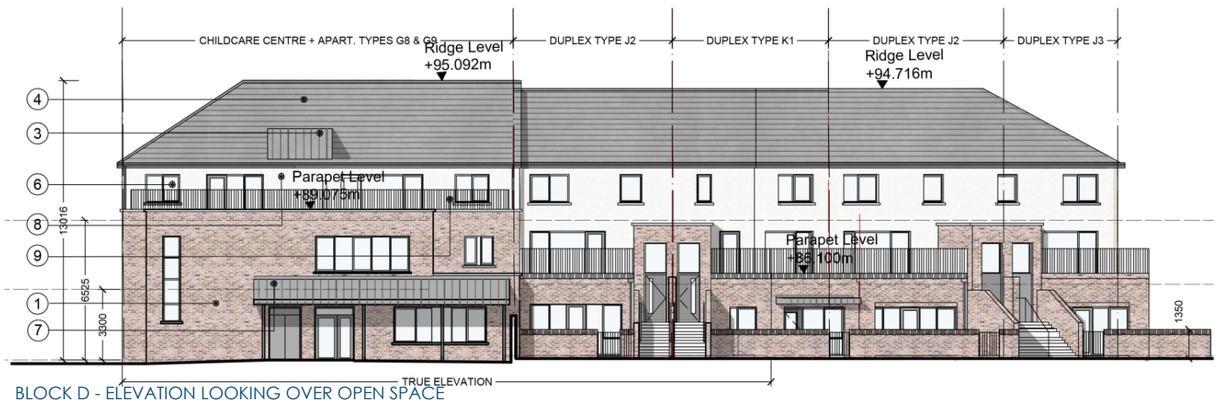
BLOCK B - TYPICAL FLOOR PLAN



BLOCK D - FIRST FLOOR PLAN



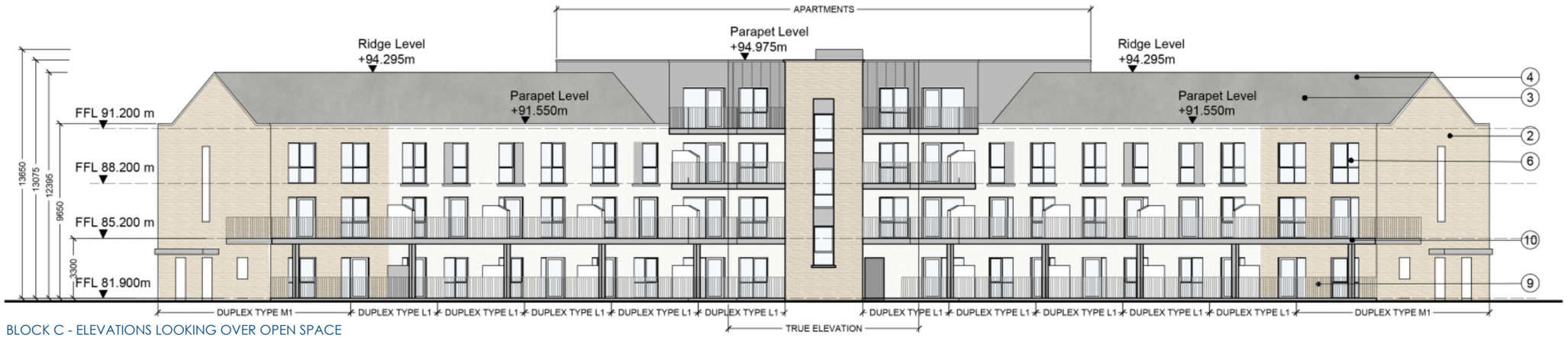
BLOCK B - ELEVATION LOOKING OVER OPEN SPACE



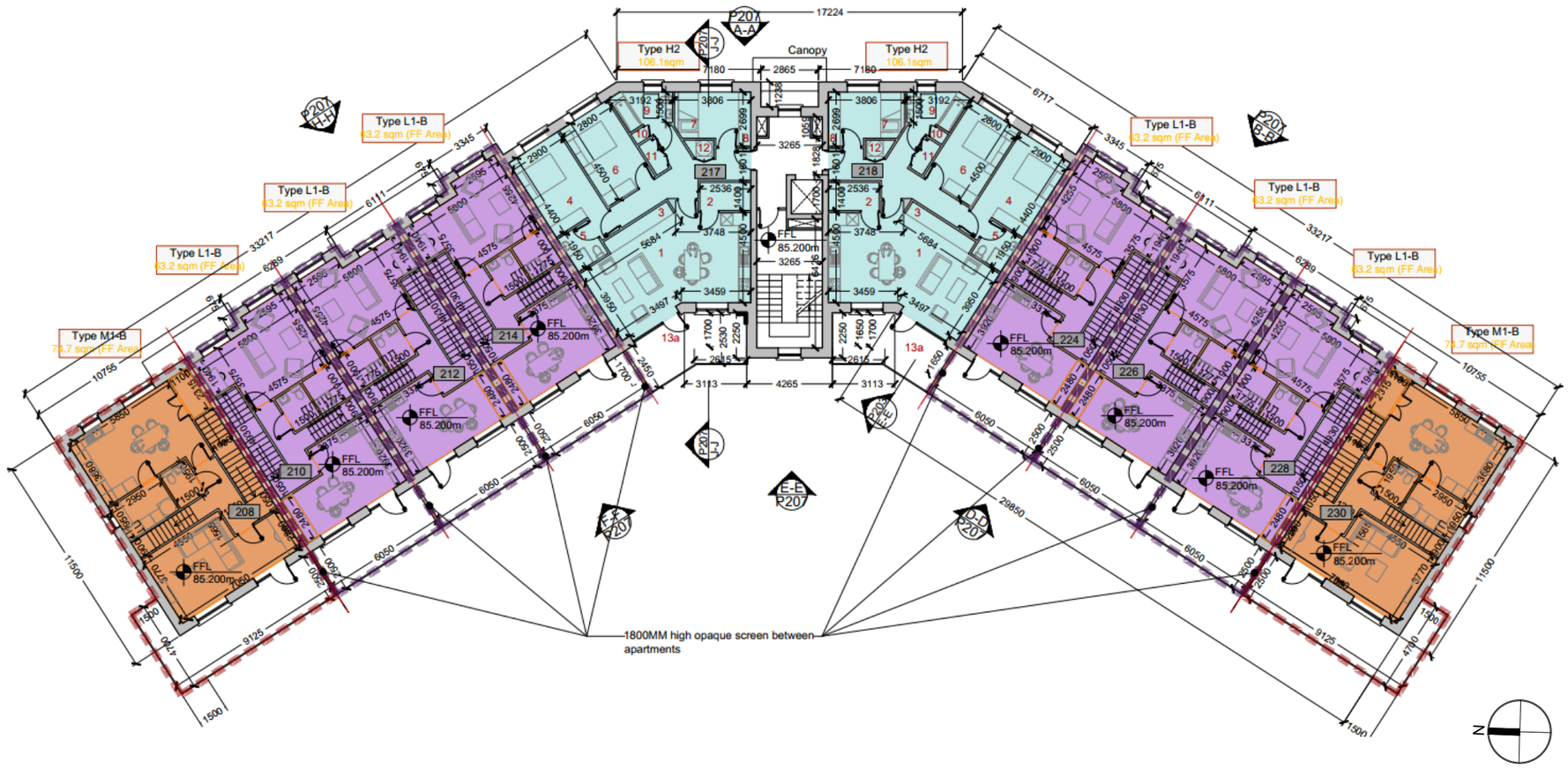
BLOCK D - ELEVATION LOOKING OVER OPEN SPACE

3.0. Urban Design Criteria

3.4 Variety



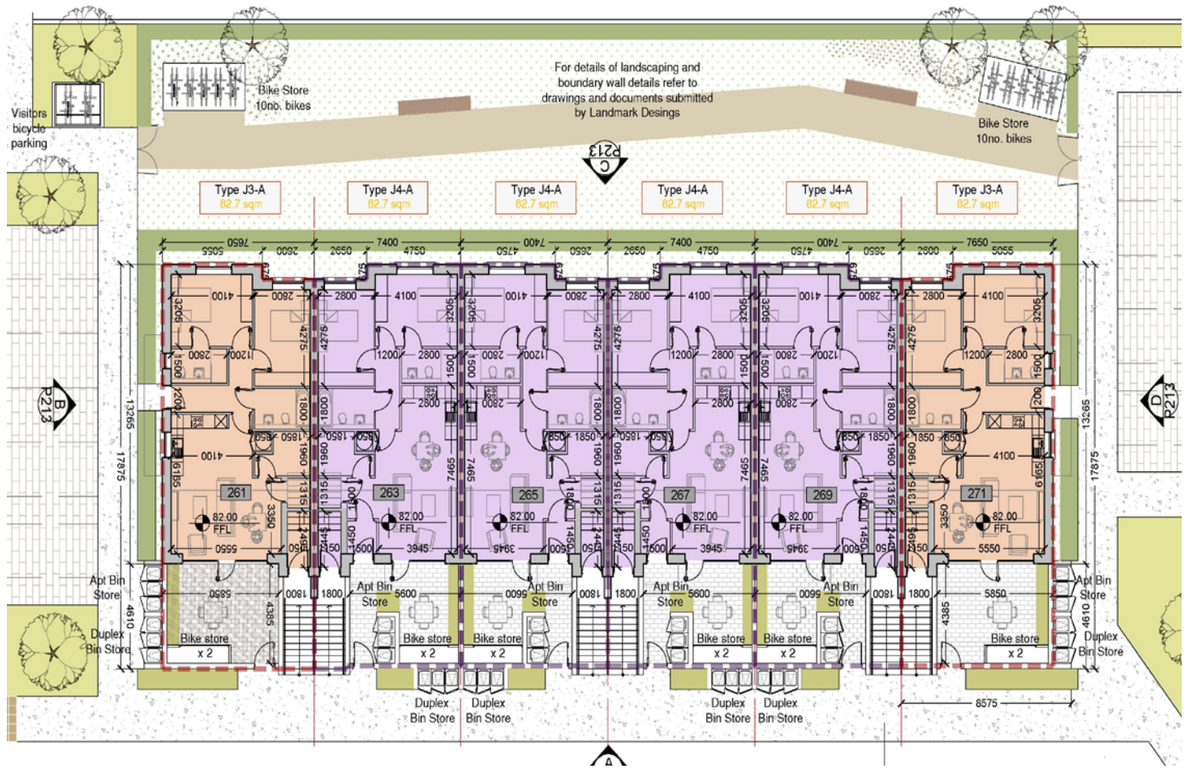
BLOCK C - ELEVATIONS LOOKING OVER OPEN SPACE



BLOCK C - FIRST FLOOR PLAN

3.0. Urban Design Criteria

3.4 Variety



BLOCK G - GROUND FLOOR PLAN



BLOCK G - FRONT ELEVATION



BLOCK G - REAR ELEVATION

3.0. Urban Design Criteria

3.4 Variety



View of Public Open Space 6 with apartments and duplexes blocks in the background (by Digital Dimensions)

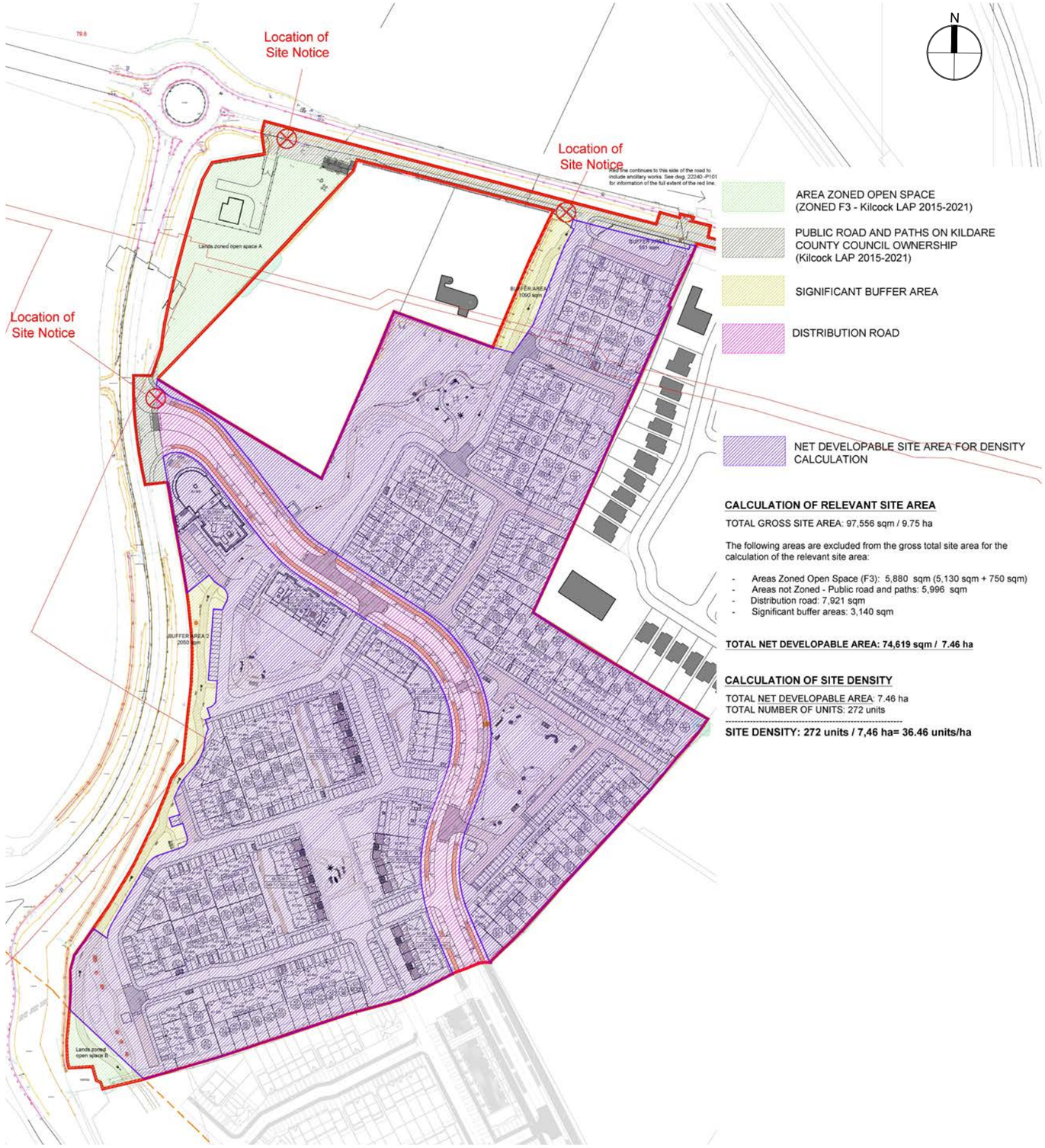
3.0. Urban Design Criteria

3.5 Efficiency

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

The **nett density** of the site is 36.46 units per ha. This is in compliance with the recommendations contained in "Sustainable Residential Development in Urban Areas 2009" and therefore makes full and efficient use of the lands. This density is achieved with the mix of single residential units and apartment blocks. The Sustainable Urban Housing: Design Standards for New Apartments states "*while the provision of apartments may not be required below the 45 dwellings per hectare net density threshold, they can allow for greater diversity and flexibility in a housing scheme, whilst also increasing overall density. Accordingly, apartments may be considered as part of a mix of housing types in a given housing development at any urban location, including suburbs, towns and villages.*" The apartment blocks within proposed development helps to increase density and variety to this Peripheral Urban Locations.

The buidling heights across the site vary from 2 storey houses to 4-storey apartment and duplexes blocks. The majority of the scheme are traditional 2 storey houses with pitched roofs, in keeping with the existing context of residential developments to the north-east, Boycetown Park, and the approved residential development to the south.



SITE PLAN: DENSITY CALCULATION

3.0. Urban Design Criteria

3.5 Efficiency



BUILDING HEIGHTS

The most of the apartment and duplexes buildings are located along the spine road to create a strong urban edge as requested by ABP. This is also consistent with the adjacent development to the south, which also includes duplex and apartments units ranging from 3 to 5 storeys along the same road. The siting of the apartments utilise the potential for higher densities on the road frontage of the new larger link road with its associated footpaths and cycleways. All blocks are situated at close proximity to public and common open spaces. Each block is carefully positioned and solar orientated for high quality apartments while avoiding overshadowing of open areas. This design gives the best standard for both internal and external conditions for the community.



View of the spine road from the adjoining approved development under construction (3D by Digital Dimensions)

3.0. Urban Design Criteria

3.6 Distinctiveness

How do the proposals create a sense of place?

Due to the configuration of the site, **3 character areas** are clearly identified, each one linked to a main open space:

1: Area to the north of the site

3 & 4-bedroom houses. This area contains detached and semi-detached houses to the northern zone of this site while terraced units are situated closer to the link road at the southern zone of this area. The layout of these units create a natural pocket of public open space.

2: Area to the east of the link road

2 & 3-bedroom houses. This area contains terraced units that line the site boundary with a public open space to the front of the terraces which acts as a buffer from the distributor road.

3: Area to the south of the link road

Apartments blocks, creche, duplex units and 3 to 4-bedrooms terraced houses. The apartment blocks act as a visual and acoustic barrier from the distributor road. The design of Apartment Block A, sited at the main entrance, marks the gateway of the site with its form complimenting the existing site conditions and its materiality matching the dialogue of the surrounding proposed scheme. The blocks of houses in this area are placed following the same pattern as the adjacent approved housing development follows and the houses to the southern boundary are back to back with the houses of the adjacent development. That is a respectful manner to fit the development into the future overall urban plan.

All existing hedgerows and planting on the boundaries will be retained and reinforced where necessary all of which will give an immediate sense of place and identity to the site while at the same time acknowledging the historic and social significance of the burial ground and protected structure in Kilcock located to the north.

The variety of dwelling design proposed throughout also helps to create distinct neighborhoods. 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 the scheme, which clusters housing and differing activities around the open space areas.



CHARACTER AREAS

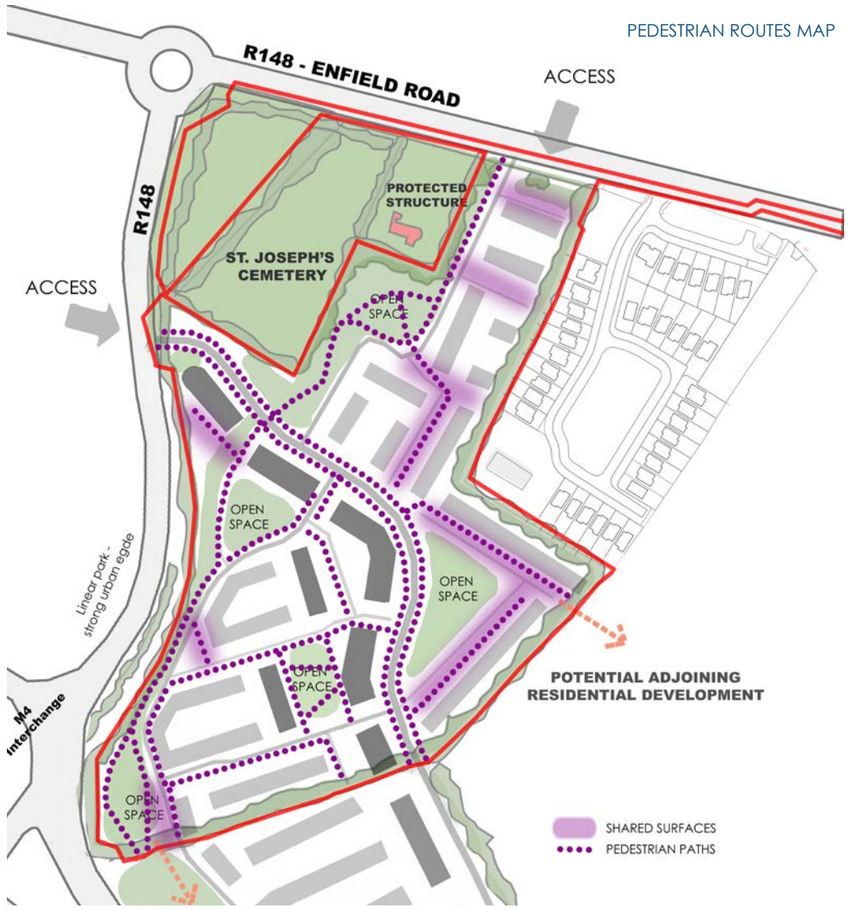
3.0. Urban Design Criteria

3.7 Layout

How does the proposal create people friendly streets and spaces?

The scheme provides active frontages onto all streets and open spaces, with dual aspect house types located to provide passive surveillance at corners onto both streets and public spaces as appropriate. The apartment buildings have active frontages. The main entrance to the apartments are accessed from the the main link road while private open spaces / terraces passively address the smaller streets and public open spaces of the scheme. There is no direct vehicular access to individual houses off the new link road as requested by Kildare County Council to facilitate safe traffic movement through the site. Accumatively, these design elements establish conditions for a safer community for its inhabitants.

The overall layout is designed with permeable routes through the site facilitating easily navigated pedestrian and cycle movement through the site. The scheme is designed as a series of spaces inter connected with streets or shared surfaces. The quieter streets or shared surfaces create places and small neighborhoods which can be shared by pedestrians, cyclists and drivers. The roads within the scheme are short and/or staggered to minimise road speeds. The design of pedestrian movements and spaces have been prioritised, making the public spaces and streets inviting and attractive for pedestrians.



PEDESTRIAN ROUTES MAP



TYPE A4 - SIDE ELEVATION



TYPE B2 - SIDE ELEVATION



VIEW FROM THE NORTH ACCESS ROAD - SEMIDETACHED UNITS

(3D image by Digital Dimensions)

VIEW FROM THE SOUTH ACCESS (SPINE ROAD)

(3D image by Digital Dimensions)

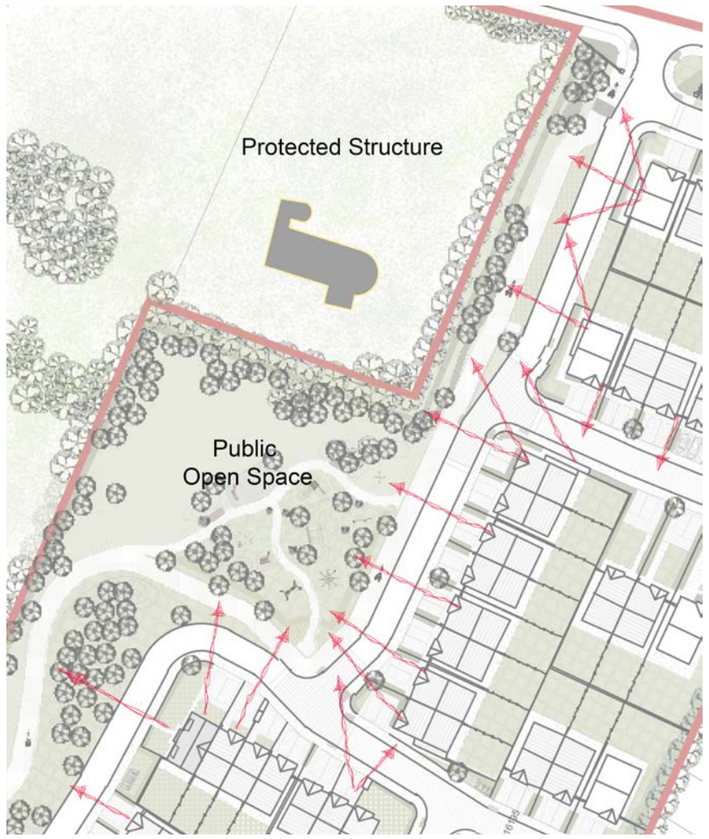


3.0. Urban Design Criteria

3.8 Public Realm

How safe, secure and enjoyable are the public areas?

As noted above 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 designed with areas of public open space spread throughout the scheme and integrated into the smaller neighborhoods within the overall development. The children's play area is sited where it will be visible, safe and contribute to the amenities of the neighborhood. Roads and parking areas are integrated into the design of the public realm and are all passively overlooked by the adjoining dwellings and apartment. Accumatively, these design elements establish conditions for a safer community for its inhabitants. The carefully designed layout of units and roads will control traffic flow for a safer environment for pedestrians and cyclists within a residential area. The schemes landscaping proposal provides a strong buffered boundary to the surrounds of the site for a safe and sheltered area. The range of public and common spaces throughout the scheme proposed provides a range of diverse spaces and amenities which facilitate exercise and play, for adults and children alike. The linear park proposed to the west boundary will also provide exercise machines along its route while providing connectivity to a wider context.



Sample of passive surveillaince



SITE PLAN: OPEN SPACE LOCATION

AREA ZONED OPEN SPACE (F3 Kilcock LAP 2015-2021)

PUBLIC ROAD AND PATHS UNDER KILDARE COUNTY COUNCIL OWNERSHIP (Kilcock LAP 2015-2021)

SIGNIFICANT LANDSCAPE BUFFER AREA

PUBLIC OPEN SPACE

INCIDENTAL PUBLIC OPEN SPACE

COMMUNAL OPEN SPACE AREA

CALCULATION OF RESIDENTIAL ZONED LANDS

TOTAL SITE AREA: 97,556 sqm / 9.75 ha

Areas Zoned Open Space (F3): 5,880 sqm
- F3-A: 5,130 sqm
- F3-B: 750 sqm

Areas not Zoned - Public road and paths: 5,994 sqm

TOTAL RESIDENTIAL ZONED LANDS: 85,682 sqm

PUBLIC OPEN SPACE PROVISION

- PUBLIC OPEN SPACE 1: 380 sqm
- PUBLIC OPEN SPACE 2: 6,330 sqm
- PUBLIC OPEN SPACE 3: 2,310 sqm
- PUBLIC OPEN SPACE 4: 1,472 sqm
- PUBLIC OPEN SPACE 5: 1,624 sqm
- PUBLIC OPEN SPACE 6: 1,444 sqm

MINIMUM PUBLIC OPEN SPACE REQUIRED*: 12,852 sqm
15% of the total residential zoned lands

TOTAL PUBLIC OPEN SPACE PROVIDED: 13,560 sqm
15,82% of the total residential zoned lands

TOTAL PUBLIC OPEN SPACE PROVIDED WITHIN THE SCHEME *: 14,414 sqm
16.82% of the total residential zoned lands

* Including 750 sqm of area zoned "open space" part of Open Space 4 and the remaining 104 sqm part of Open Space 1 under KCC owned lands. Linear park to the west boundary excluded from any calculation.

APARTMENTS - COMMUNAL OPEN SPACE PROVISION

- BLOCK A:
  Required: 204 sqm *(5sqm x 14no. 1bed + 7sqm x 14no. 2bed + 9sqm x 4no. 3bed)*
  Provided: **114 sqm + 371 sqm (roof terrace) Total: 485 sqm**
- BLOCK B:
  Required: 155 sqm *(5sqm x 3no. 1bed + 7sqm x 20no. 2bed)*
  Provided: **444 sqm + 288 sqm (roof terrace) Total: 732 sqm**
- BLOCK C:
  Required: 190 sqm *(5sqm x 6no. 1bed + 7sqm x 3no. 2bed + 9sqm x 13no. 3bed + 11sqm x 2no. 4bed)*
  Provided: **437 sqm**
- BLOCK D:
  Required: 76 sqm *(7sqm x 7no. 2bed + 9sqm x 3no. 3bed)*
  Provided: **313 sqm**
- BLOCK E:
  Required: 64 sqm *(7sqm x 4no. 2bed + 9sqm x 4no. 3bed)*
  Provided: **197 sqm**
- BLOCK F:
  Required: 96 sqm *(7sqm x 6no. 2bed + 9sqm x 6no. 3bed)*
  Provided: **485 sqm**

3.0. Urban Design Criteria

3.8 Public Realm



View of Public Open Space 3 (3D image by Digital Dimensions)

3.0. Urban Design Criteria

3.9 Privacy and Amenity

How does the scheme provide a decent standard of amenity?

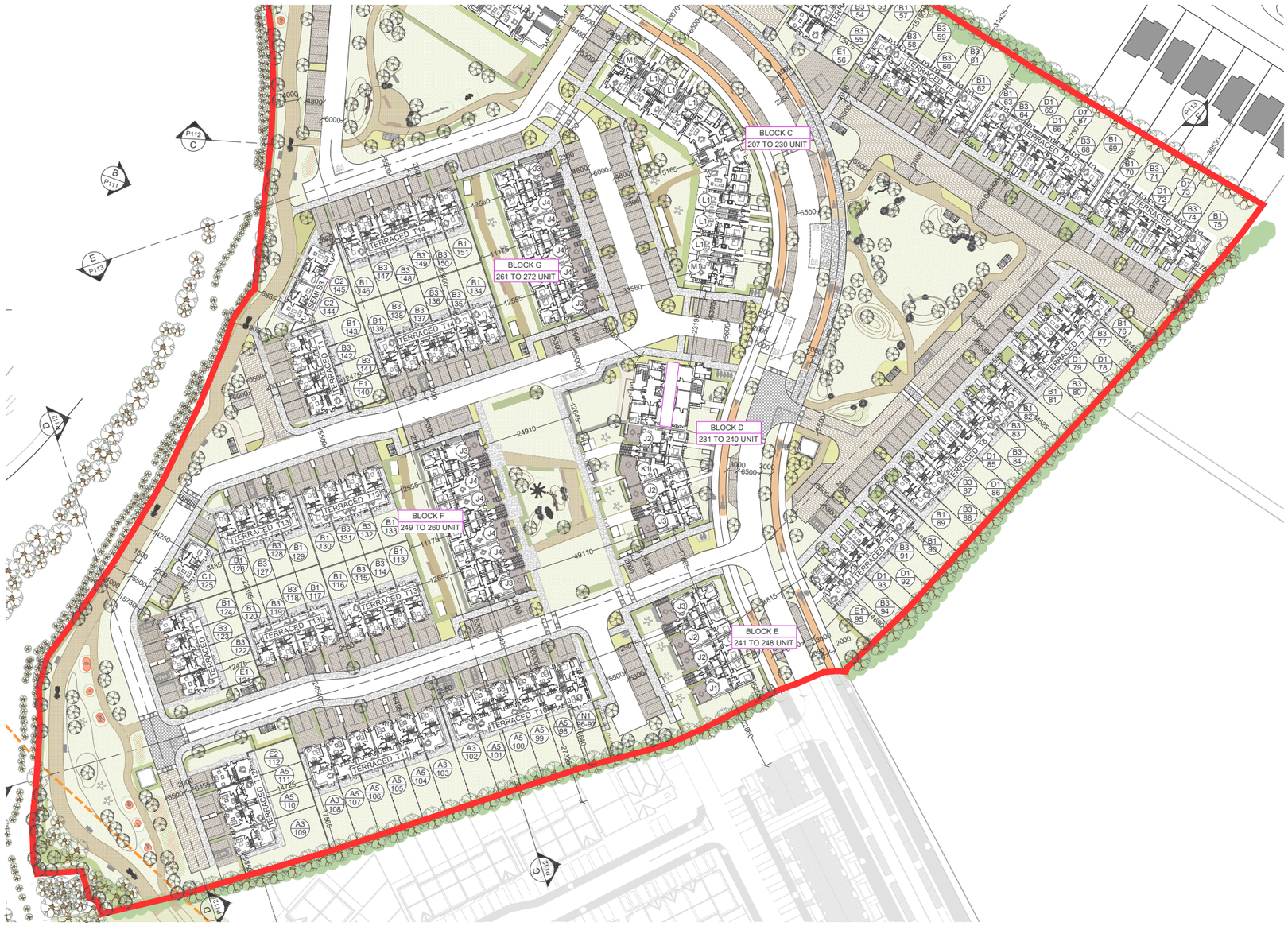
The proposed design provides for a high standard of private amenity space, with privacy at the heart of the scheme layout. As previously noted, all dwellings have their own dedicated private open space:

• Houses all have private back gardens; none of the gardens face directly north, ensuring that the greatest number of units benefit from direct sunlight in their gardens. A minimum separation in general of 22m between opposing windows at first floor level.
• Most of the apartment and duplexes units have private south or west facing terraces or balconies. In the case of ground floor apartments, the terraces are screened from the public street by planting (hedgerows).

All the houses have as a minimum a public frontage and a private or rear garden frontage. 'Dual Aspect' houses have two public active elevations as well as a private rear elevation. Circa 85% of apartments are 'Dual Aspect', and there are no apartments facing solely north. Apartments facing north-east are minimized where possible, and when this occurs, these apartments overlook amenity space.

All homes are designed in line with the guidance of the Sustainable Urban Housing Design Standards for New Apartments and Quality Housing for Sustainable Communities in mind.

All dwellings will meet the requirements of Technical Guidance E: Sound and are designed to prevent sound transmission by appropriate acoustic insulation or layout. The apartments are designed to maximize solar gain and minimize overlooking.



EXTRACT OF SITE PLAN SHOWING GROUND FLOOR OF UNITS

3.0. Urban Design Criteria

3.10 Adaptability + Accessibility

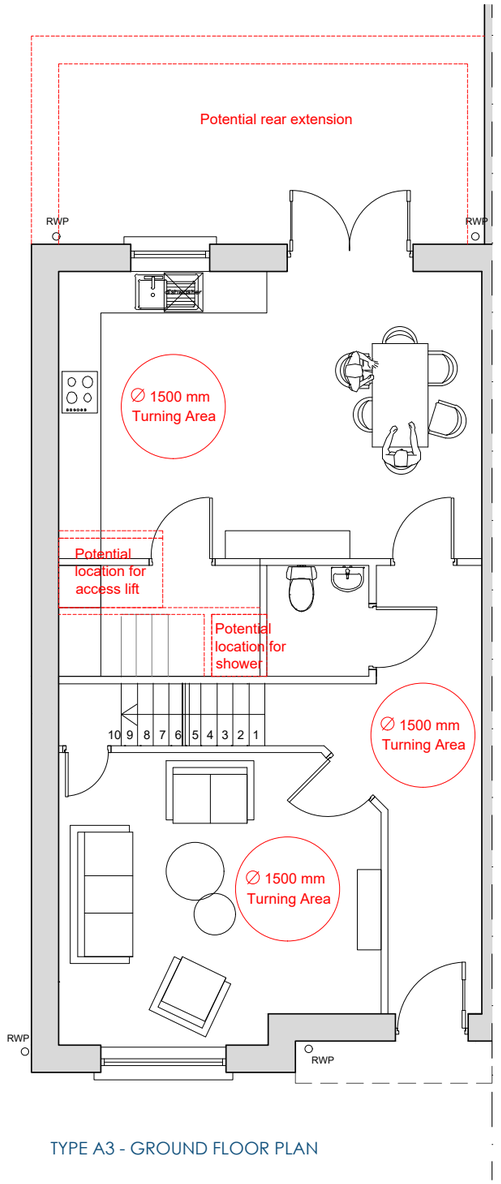
How will the buildings cope with change?

With the range of house types provided it is considered that these can easily be adapted by the end user in various ways. See the adjacent sample of potential adaptability for houses Type A.

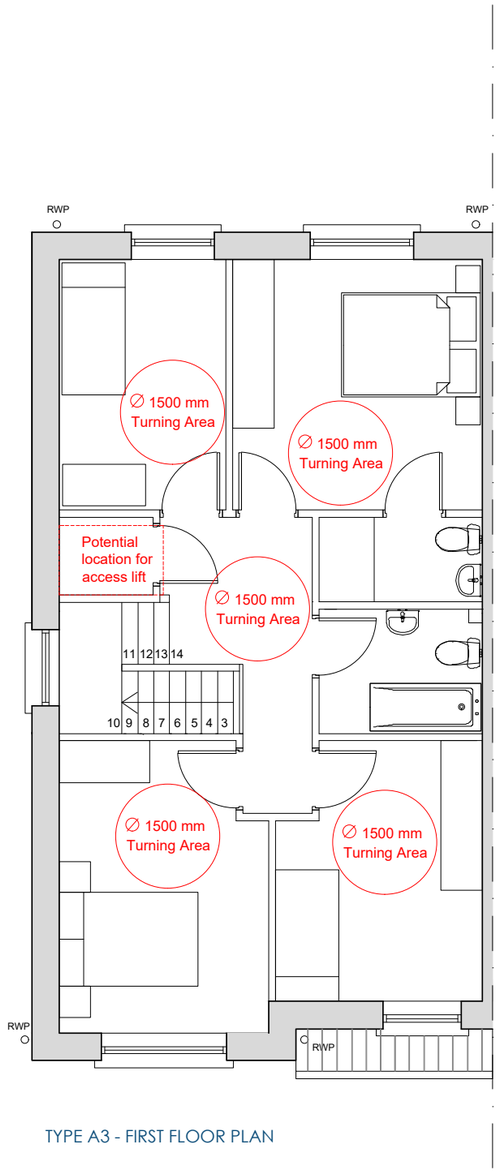
The houses are designed to be universally accessible and have a visitable WC at ground floor level ensuring that people of reduced mobility can access all homes and also that young families, temporary disability and reduced mobility associated with age can be accommodated easily. Further to this all of the house types have the potential to be extended to the rear without difficulty. All houses have the capability to extend into the attic space, providing another bed space or child play area.

The apartments are slightly more restricted in their ability to expand or change throughout their lifetime but the internal layouts are intended to be flexible and adaptable should the need arise.

All homes will be have the appropriate energy rating to comply with NZEB 2019 and the layout is designed to maximise solar gain. Both the houses and apartments are designed to comply with Part L of the Technical Guidance Documents.



TYPE A3 - GROUND FLOOR PLAN



TYPE A3 - FIRST FLOOR PLAN

3.0. Urban Design Criteria

3.11 Parking

How will the parking be secure and attractive?

Car parking
Secure parking is provided in a variety of measures on this site including:

– On-curtilage private parking arrangements.
– Grouped perpendicular parking
– Grouped parallel parking

All houses have their parking provision ether within the curtilage of their site or within easy reach of the home's front door. This ensures that the user is as close to the dwelling entrance as possible and offers a degree of security. Where spaces are not provided directly in front of the house care has been taken to ensure that the area is passively monitored by other houses or apartments.

Most apartment car spaces are provided communally to maximise efficiency. They are overlooked by the surrounding dwellings, pedestrians, and traffic. The quantum of parking provided for the apartment blocks is based on the Sustainable Urban Housing: Design Standards for New Apartments guidelines for peripheral urban locations.

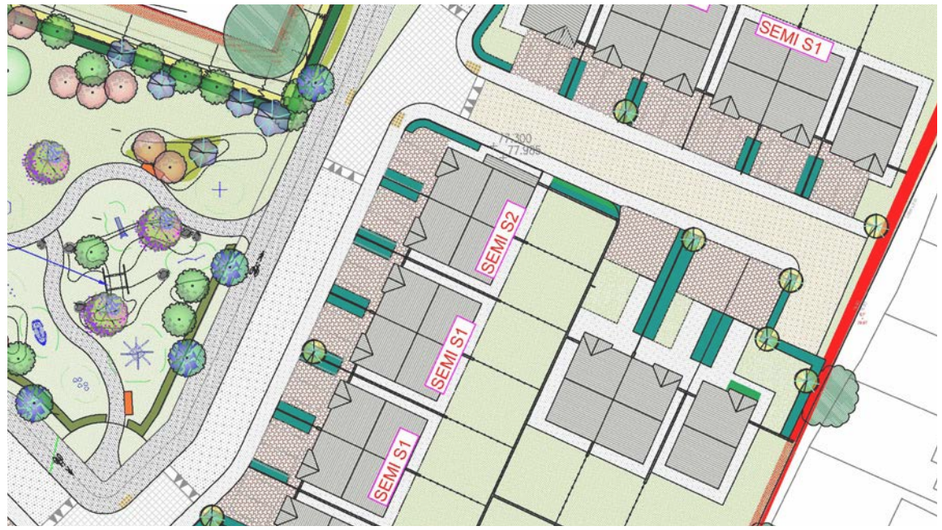
Parking arrangements vary across the site with grouped parking being made appropriate in higher density locations. The bays of parking spaces have been limited in number with trees breaking up every 6 car park spaces in general to soften the feel of these areas.

Bicycle parking
Apartment blocks have secure lock-up bicycle parking located at ground floor level. It is provided by stacked bicycle racks for each apartment block and the numbers provided are in accordance with the requirements of Sustainable Urban Housing: Design Standards for New Apartments 2020 (1 bicycle store per bedroom).

Visitor bicycle parking for the apartment blocks are also provided in accordance with the requirements of Sustainable Urban Housing: Design Standards for New Apartments 2020. A minimum of 1 visitor space per 2 apartments has been provided for each block of apartments within their communal open space.

Bicycle parking provisions for the childcare facility are in accordance with Kildare County Development Plan 2017 - 2023. They are located in easy reach to the entrance.

EXTRACT OF LANDSCAPING PLAN BY LANDMARK DESIGNS





TYPICAL STREET VIEW (3D image by Objects Preview)

3.0. Urban Design Criteria

3.12 Detailed design

How well thought through is the building and landscape design?

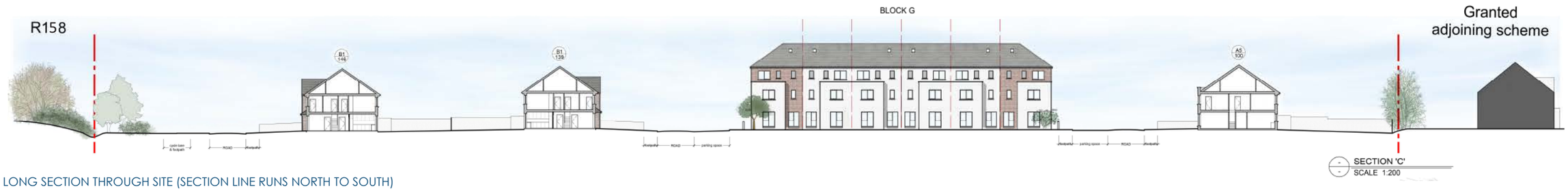
The approach to the West from the M4 interchange is screened by existing dense planting where the road is considerably higher than the ground level of the housing scheme. (See Section FF) When the road approaches the natural level of the adjoining lands green and landscaped areas are proposed to the road frontages, enhancing the natural landscape and creating a green approach to Kilcock.

The road frontage to the R148 into Kilcock town draws on the existing vernacular design. The use of a low stone wall street frontage together with the indigenous planting behind, reflects the frontage to the site of the protected structure to the west and Boycetown Court to the east and will help establish the new residential area as part of overall Western approach into Kilcock. (See Elevation A) The public footpath will be extended from Boycetown Court along Church Road to across the front of the site.

For full details of the design and treatment of boundaries please refer to the landscape design by Landmark Designs Ltd.



SITE SECTION



LONG SECTION THROUGH SITE (SECTION LINE RUNS NORTH TO SOUTH)



CONTIGUOUS ELEVATION ALONG R148 TO ENFIELD



VIEW OF DEVELOPMENT FROM ENFIELD ROAD - NORTH ACCESS
(3D image by Digital Dimensions)

VIEW OF DEVELOPMENT FROM ENFIELD ROAD - NORTH ACCESS
(3D image by Digital Dimensions)



3.0. Urban Design Criteria

3.12 Detailed design

3.12.1 Materiality

Within the scheme itself the dwellings will be finished with a mix of different shades of brickwork and smooth render of varying shades. These will provide variety and visual interest within the scheme, and enable in the provision of reference points throughout the site.
Finishes will be of good quality and durable materials to facilitate easy and regular maintenance. The car parking spaces throughout are integrated into the design of the public realm.

The building materials proposed can be summarized as follows:

ROOFING:
- Grey / Black concrete roof tiles to housing
- Selected pressed metal roofing with standing seam to bay windows / canopies
- Black uPVC rainwater goods
- Metal flat eaves to side elevations

EXTERNAL WALLS:
- Selected brickwork to principal elevations & exposed gable elevations.
- Smooth render to less visible side elevations and rear elevations.
- Metal standing seam system to top floor of apartment blocks.
- Stone details to emphasize corners.

WINDOWS:
- Double glazed aluminium windows.



BLUE-BLACK TILES AND FLAT METAL EAVES



METAL CANOPIES





BUFF AND RED BRICKS



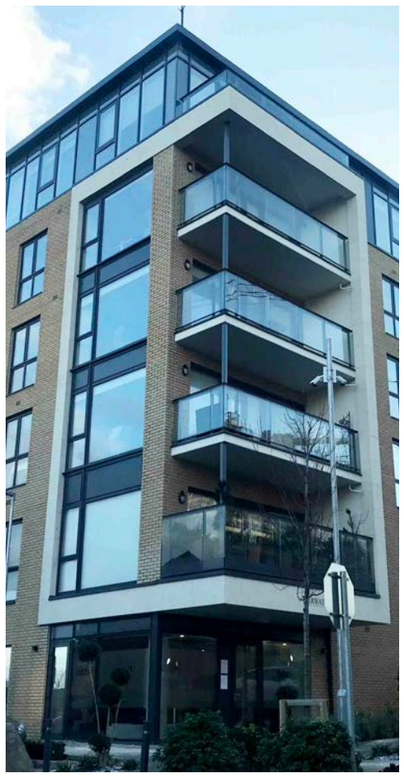
MIX OF BRICKS, METAL CANOPIES
Images of similar developments





MIX OF BRICKS, METAL, STONE, FEATURE CORNER
Images of similar developments





3.0. Urban Design Criteria

3.12 Detailed design

3.12.2 Boundary treatments

SITE BOUNDARIES

In general, the existing native hedgerow planting or the existing boundary walls form the site boundary. A 2100mm high weld mesh fence is incorporated alongside existing conditions in selected locations. The hedgerow will be maintained and managed as part of the construction process.

For full details of the design and treatment of the site boundaries please refer to the landscape design (drawings and report) by Landmark Designs Ltd.

INTERNAL BOUNDARIES

In general, the boundaries to the front of houses will be treated with low railings and hedged areas, and when there is a bin enclosure proposed, this will be formed with rendered block work walls with selected brick capping to match brickwork in houses.
The garden walls of each house will generally be completed in a mixture of post & rail fencing with block walls. Where walls are adjacent to public amenity spaces, they will be concrete walls with a plaster finish and brickwork piers with precast concrete cappings.

Apartment blocks will be surrounded by a 1.2 meter high railings which will be defining the communal open space areas of each block.

For full details of the design and treatment of the site boundaries please refer to the landscape design (drawings and report) by Landmark Designs Ltd.

INTERNAL VIEW OF PROPOSED DEVELOPMENT
(3D image by Digital Dimensions)





SAMPLES OF PROPOSED BOUNDARY WALLS
Images of similar developments

4.0. Apartments & Duplex Buildings

4.0. Apartments & Duplex Buildings

4.1 Design and Layout

As stated before, the provision of seven apartments and duplexes blocks ranging from 3 to 4 storeys high allows for a greater diversity and flexibility in the proposed housing scheme.

The design of each block reflects its location in a suburban setting, with a contemporary design that is reinforced by the use and mix of durable materials and large glazed openings and terraces. The proposed form of the blocks are influenced by the contextual site conditions while the materiality of the apartments share dialogue with the surrounding proposed development for a cohesive scheme moulded by the local environment. All apartments comply with the requirements of "Sustainable Urban Housing: Design Standards for New Apartments", which includes generous living spaces and storage areas, and in most cases exceed the minimum requirements. Full details can be found in the Housing Quality Assessment, submitted as a separate document.

In general, the by the union of single blocks of apartments (in case of Block B) or duplexes (in case of block C,D, E F & G, with block C and D incorporating also apartments) comprising two typical dual aspect units per floor separated by a lift and stair core or party walls. In the case of Block B, the typical 1-bed apartments are all located on the ground floor of the units, while the rest of the floors are only typical 2 bed units. In the duplex blocks case, a 1 bed or 2 bed apartment is located on the ground floor, while a 3 bed or 4 bed duplex - 2 storey unit is located over (1st and 2nd floor).

A number of non-typical apartments have also been carefully designed within the floor plans of the buildings (Block A, Block C and Block D) allowing the overall buildings form to respond to the sites local context. For example, the end elevations are articulated with large balconies are to respond to the form of the proposed spine road. Generally, the internal layout of the apartments are designed so the living areas are located to the south, southwest and west, while bedrooms are located to the north-east and east for optimal orientation for solar gain. See reference image for typical floor planS described.

Block A has a unique curvature in comparison to the other apartment blocks. This is derived from its location at the entrance of the site from the R158. This curvature is influenced by the inherited site conditions and creates a recognisable 'gateway' into the development.

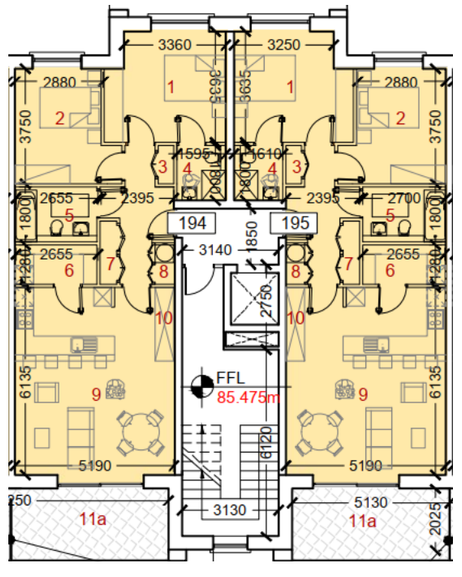
See drawings submitted with this application for more information in relation to apartments and duplexes layouts.

VIEW OF D BLOCK C FACING THE SPINE ROAD
(3D image by Digital Dimensions)

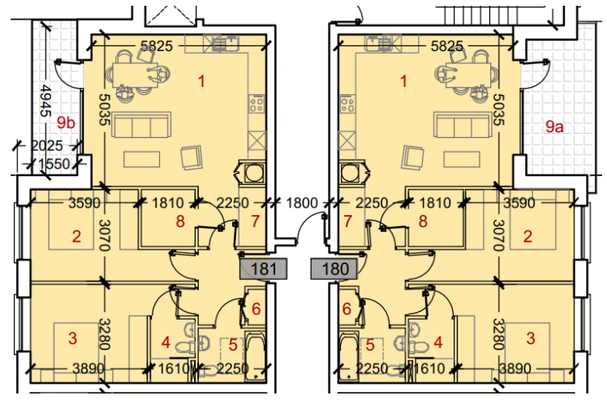




TYPICAL BLOCK (BLOCK B) - GROUND FLOOR



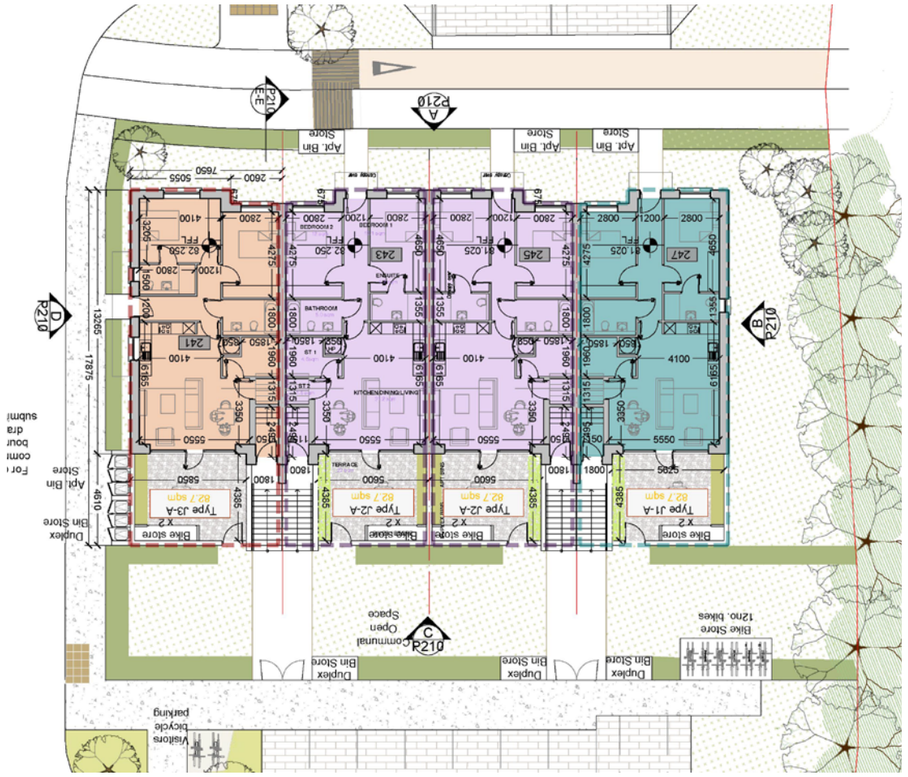
TYPICAL BLOCK (BLOCK B)- TYPICAL UPPER FLOOR



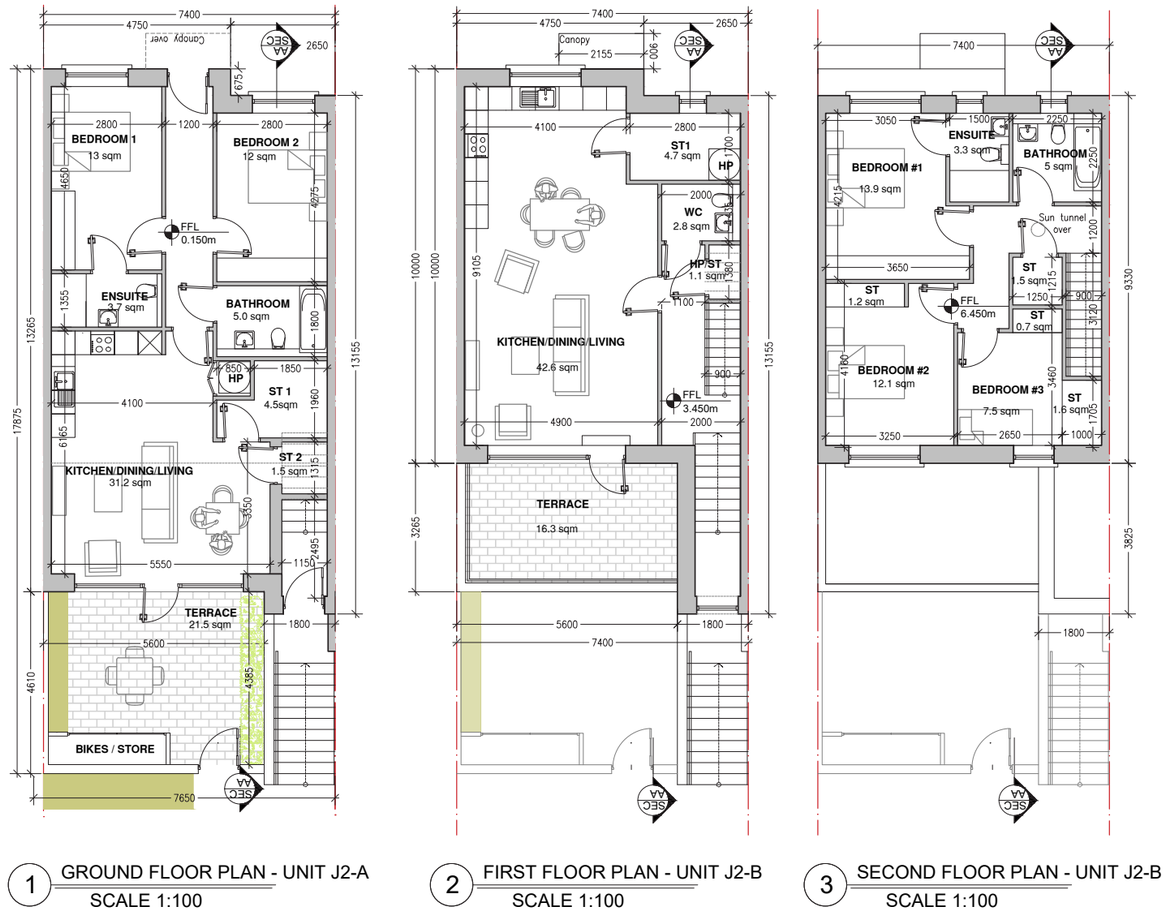
BLOCK A: TYPICAL 2 BED APARTMENTS.

4.0. Apartments & Duplex Buildings

4.1 Design and Layout



GROUND FLOOR OF BLOCK E, INCORPORATING DUPLEX BLOCKS TYPE J3, J2 AND J1

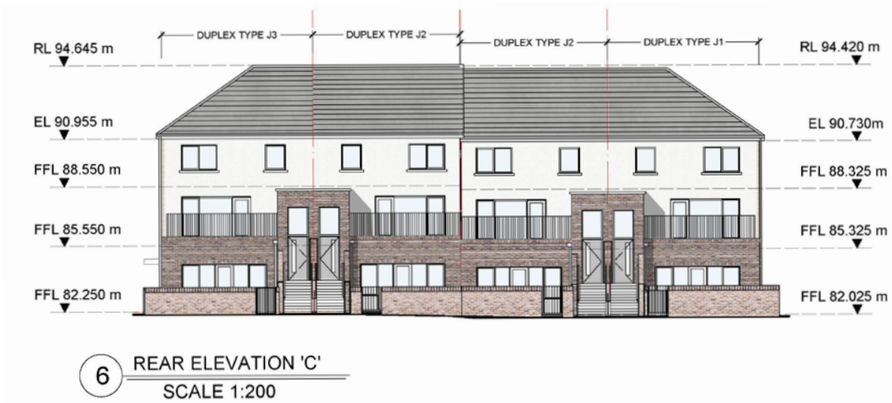


1 GROUND FLOOR PLAN - UNIT J2-A
SCALE 1:100

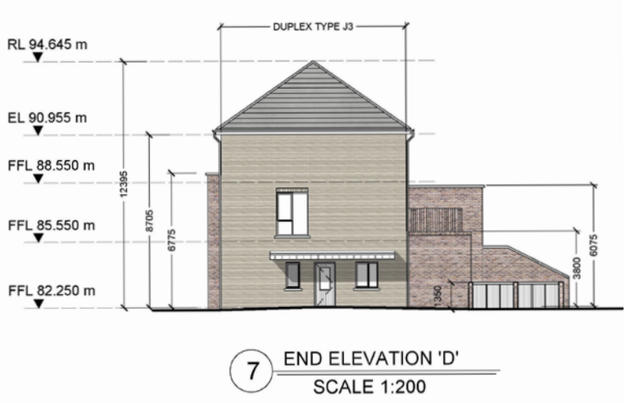
2 FIRST FLOOR PLAN - UNIT J2-B
SCALE 1:100

3 SECOND FLOOR PLAN - UNIT J2-B
SCALE 1:100

SAMPLE OF DUPLEX BLOCK - DUPLEX BLOCK TYPE J2 - INCORPORATING TWO DUPLEX UNITS



6 REAR ELEVATION 'C'
SCALE 1:200



7 END ELEVATION 'D'
SCALE 1:200

fRONT AND SIDE ELEVATION OF BLOCK E, INCORPORATING DUPLEX BLOCKS TYPE J3, J2 AND J1

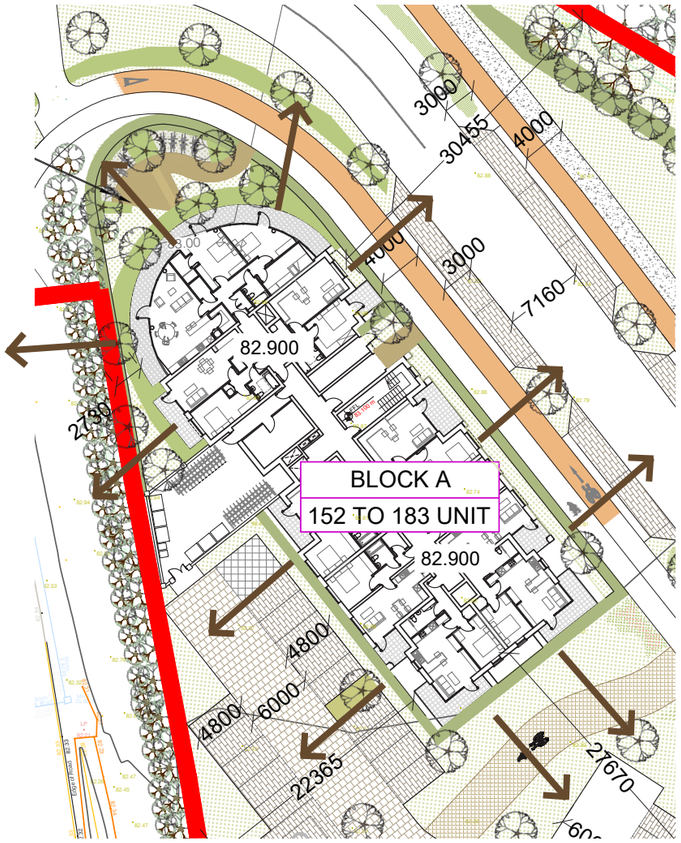
4.0. Apartments & Duplex Buildings

4.2 Orientation, Dual Aspect & Daylight analysis

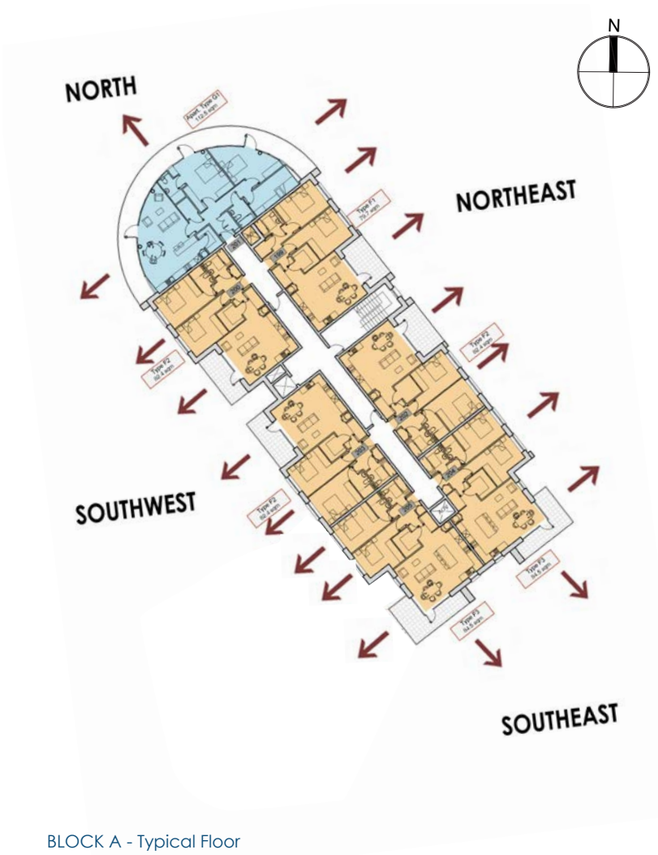
The majority of the apartment and duplexes buildings are located along the spine road to create a strong urban edge as requested by ABP. This is also consistent with the adjacent development to the south, which also includes duplex and apartments units ranging from 3 to 5 storeys along the same road. The siting of the apartments utilise the potential for higher densities on the road frontage of the new larger link road with its associated footpaths and cycleways. Apartments blocks are situated at close proximity to public and common open spaces. Each block is carefully positioned and solar orientated for high quality apartments while avoiding overshadowing of open areas.

The apartment blocks are aligned only to the south of the central distributor road to allows for uninterupted sun light to all housing units on the south of the site. To the north of the site, the spine road creates space between the apartment blocks and the housing units to the north of the scheme to avoid overshadowing to dwellings and public open space. This design gives the best standard for both internal and external conditions for the community.

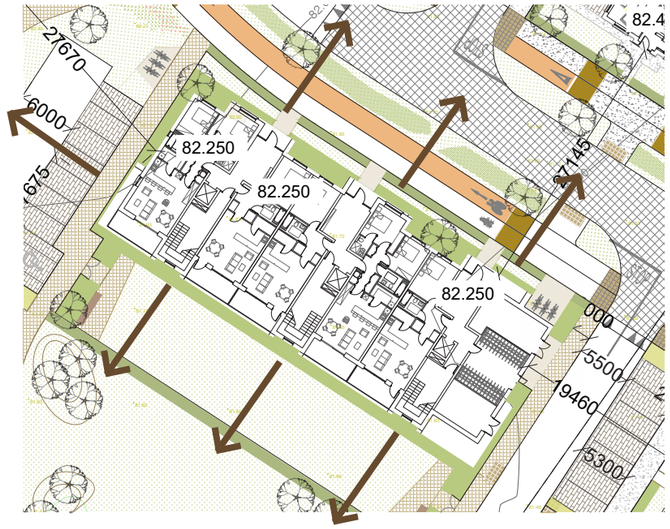
Refer to the 'Daylight and Sunlight Assessments of a Residential Development at Boycetown, Kilcock, Co.Kildare' submitted by Digital Dimensions with this SHD application for further details.



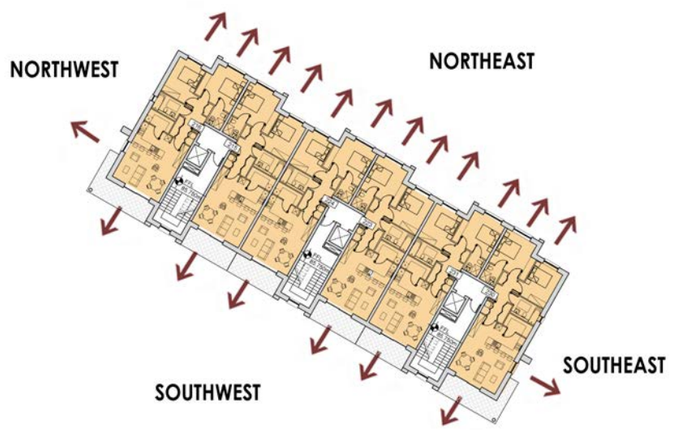
BLOCK A - Ground Floor



BLOCK A - Typical Floor



BLOCK B - Ground Floor



BLOCK B - Typical Floor

4.0. Apartments & Duplex Buildings

4.2 Orientation and dual aspect



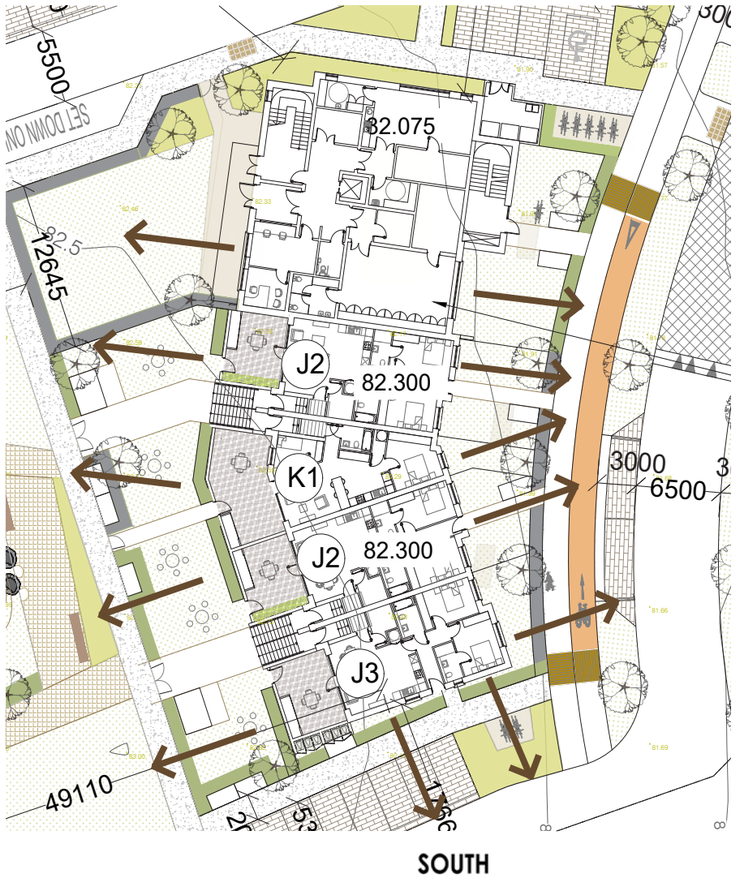
BLOCK C - Ground Floor

NORTH

WEST

EAST

SOUTH



BLOCK D - Ground Floor

4.0. Apartments & Duplex Buildings

4.3 Palette of Materials

The apartments and duplexes blocks consist of a simple but effective range of materials that helps to comfortably fit the blocks within the greater scheme, reflecting and imitating the materiality of houses. All materials used are low maintenance and durable materials.

The main material is brickwork, proposed in two contrasting colours, complimented with glazing, stone and spandrel panels that are used to articulate sections of the building. The materiality changes on the top floor to a metal cladding which provides a natural transition from the brickwork to the natural background of the sky. This reduces the visual impact of the height of the apartments buildings.

The guarding to the balconies are metal balustrades, while metal canopies to entrance doors have been used to create a sense of consistency throughout the scheme.



BUFF AND RED BRICKS



METAL CANOPIES

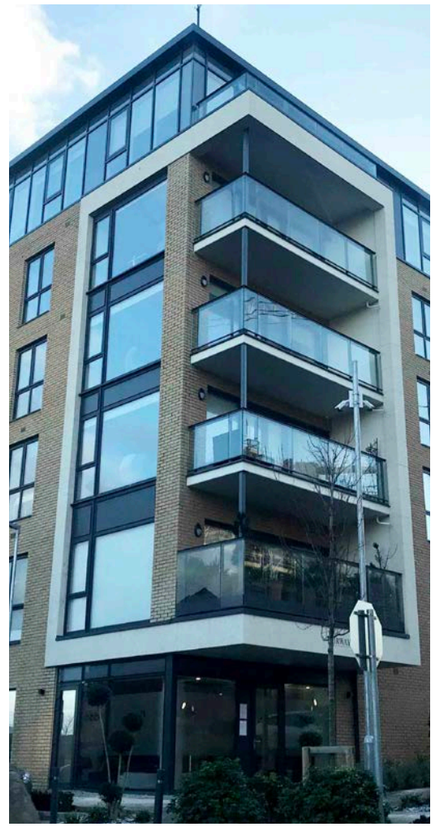




MIX OF BRICKS, METAL, STONE, SPANDRELS PANELS, METAL BALUSTRADE, FEATURE CORNER

Images of similar developments





4.0. Apartments & Duplex Buildings

4.4 Refuse and Bicycle Storage

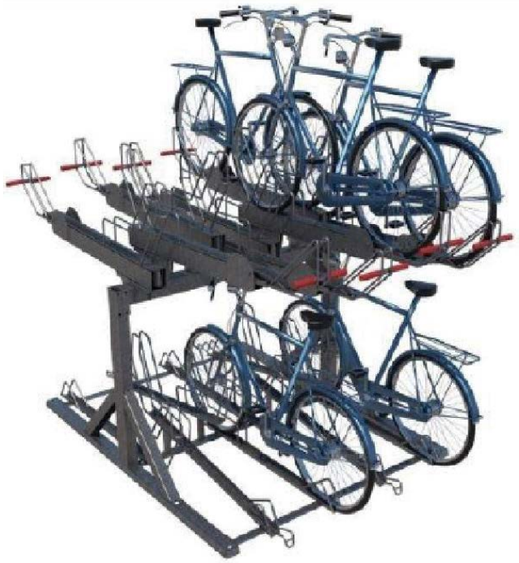
Generous spaces for refuse and bike storage have been provided for each apartment and duplexes block in protected external areas. Both areas are located on the ground floor, within easy reach from each apartment block entrance.

Different communal bicycle storage solutions are proposed for the bicycle storage areas depending of the type of block (see pictures sample to the side and on the following page), with the exception of the ground floor apartments in the duplex blocks, that all have been provided with a single enclosure within their private open space with capacity for storing 2 bicycles.

The number of bikes storage provided comply with the requirements of "Sustainable Urban Housing: Design Standards for New Apartments", i.e. 1 space / bedroom and 1 visitor space per 2 unit. Visitor spaces are provided close to the entrance of each block.

The number of bike spaces provided per apartment is as follows:

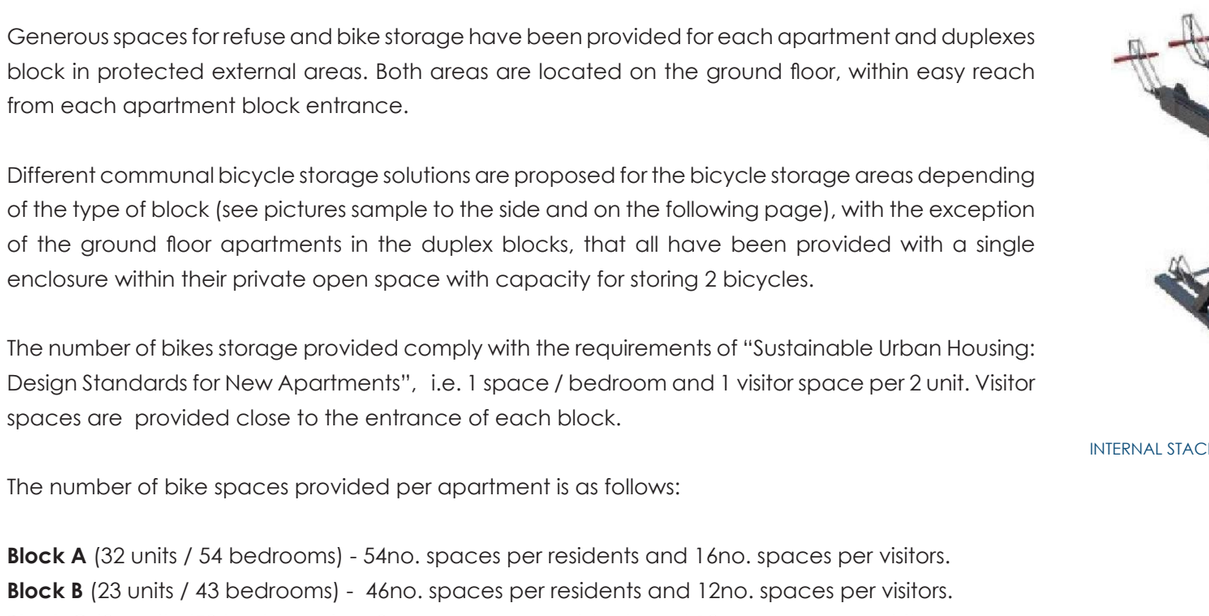
Block A (32 units / 54 bedrooms) - 54no. spaces per residents and 16no. spaces per visitors.
Block B (23 units / 43 bedrooms) - 46no. spaces per residents and 12no. spaces per visitors.
Block C (24 units /59 bedrooms) - 60no. spaces per residents and 12no. spaces per visitors.
Block D (10 units / 23 bedrooms) - 24no. spaces per residents and 6no. spaces per visitors.
Block E (8 units / 20 bedrooms) - 20no. spaces per residents and 4no. spaces per visitors.
Block F (12 units / 30 bedrooms) - 32no. spaces per residents and 6no. spaces per visitors.
Block G (12 units / 30 bedrooms) - 32no. spaces per residents and 6no. spaces per visitors.



INTERNAL STACKED BICYCLE STORAGE SOLUTION FOR RESIDENTS - BLOCK B



VISITORS BICYCLE PARKING SOLUTION



TYPICAL LAYOUT FOR REFUSE AND BICYCLE STORAGE



LOCATION OF PROPOSED REFUSE AND BICYCLE STORAGE PER EACH APARTMENT BLOCK

4.0. Apartments & Duplex Buildings

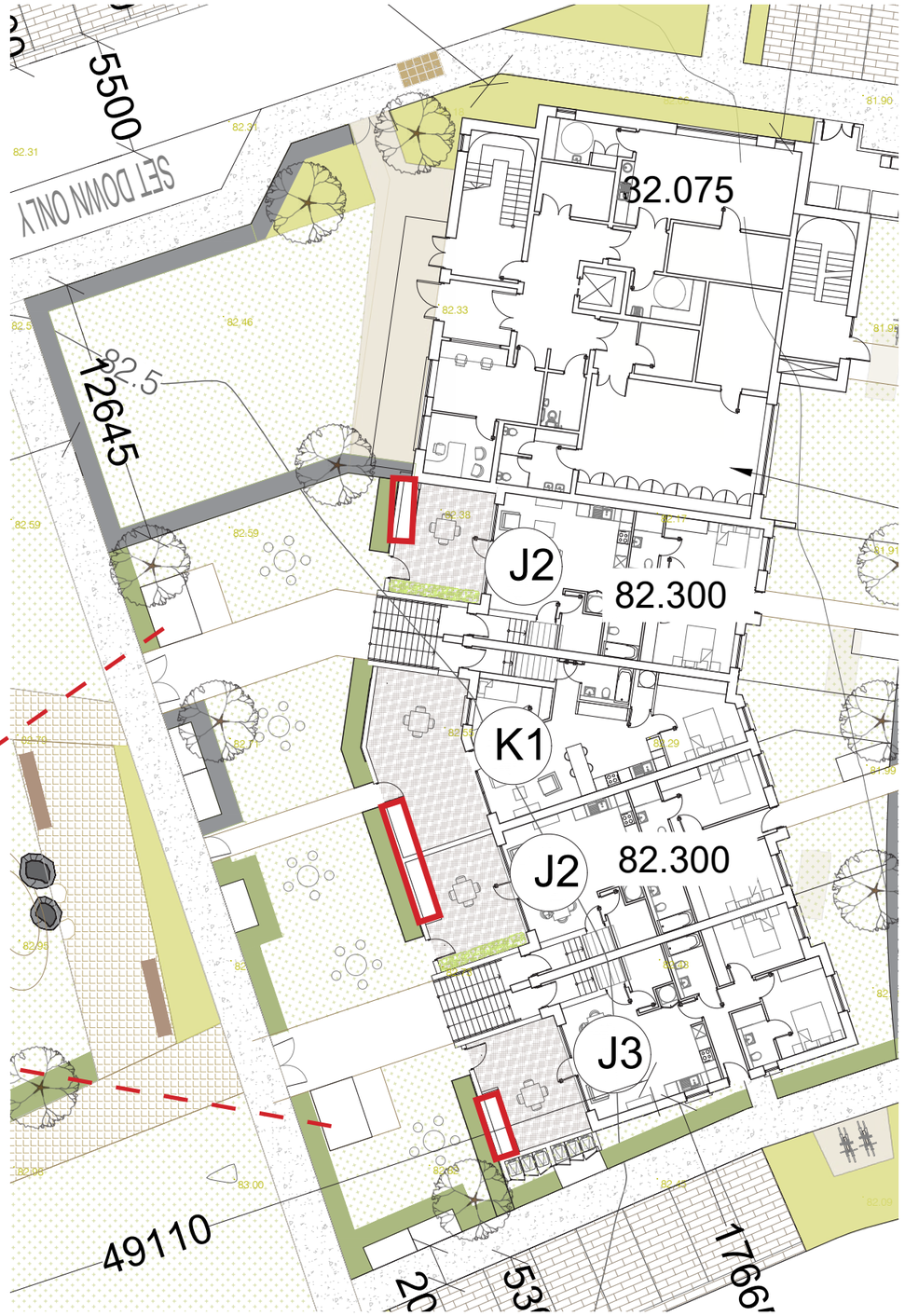
4.4 Refuse and Bicycle Storage



BLOCK A - BICYCLE STORE



TYPICAL BICYCLE STORE FOR DUPLEXES AND APARTMENTS IN BLOCKS C, D, E, F & G
- DOUBLE STACKED & SINGLE STACKED OPTIONS DEPENDING ON REQUIRED SPACES



BLOCK D - DUPLEX BICYCLE STORE LOCATIONS
- GROUND FLOOR APARTMENTS TO HAVE LOCAL STORE WITHIN UNIT

4.0. Apartments & Duplex Buildings

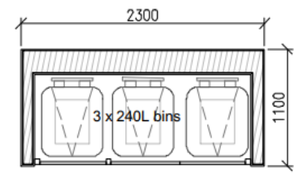
4.4 Refuse and Bicycle Storage

All bin store locations are under 50 m travel distance from the entrance of the dwelling it services.

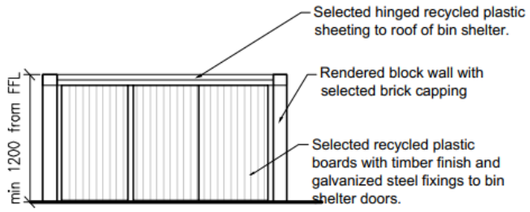
Each house / duplex unit will have its own bin store enclosure that will accomodate 3no. bins while apartment blocks will be serviced by a communal bin store area. Bin stores vary for different unit types; for bin store type drawings, please reference P602,P603,P604,P605,P606,P607.

AWN Consulting have produced a waste estimate for each apartment block to calculate the number of bins needed for each block. Please refer to document submitted by AWN Consulting for information in relation to the number of bins required for each block.

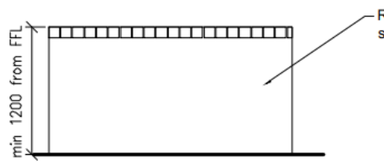
Terraced housing units will each have their own bin store to accommodate 3no. bins. End of terrace, semidetached and detached houses will have a side passage for rear garden access to store their bins while Mid-terrace units will have bin store enclosures located to the front of the property.



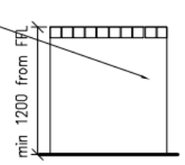
1 FLOOR PLAN
SCALE 1:40



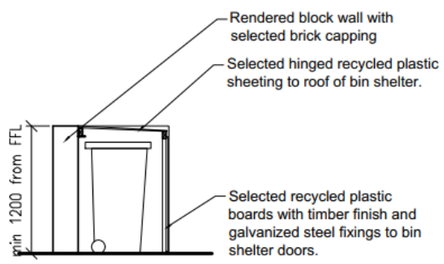
2 FRONT ELEVATION
SCALE 1:40



3 REAR ELEVATION
SCALE 1:40

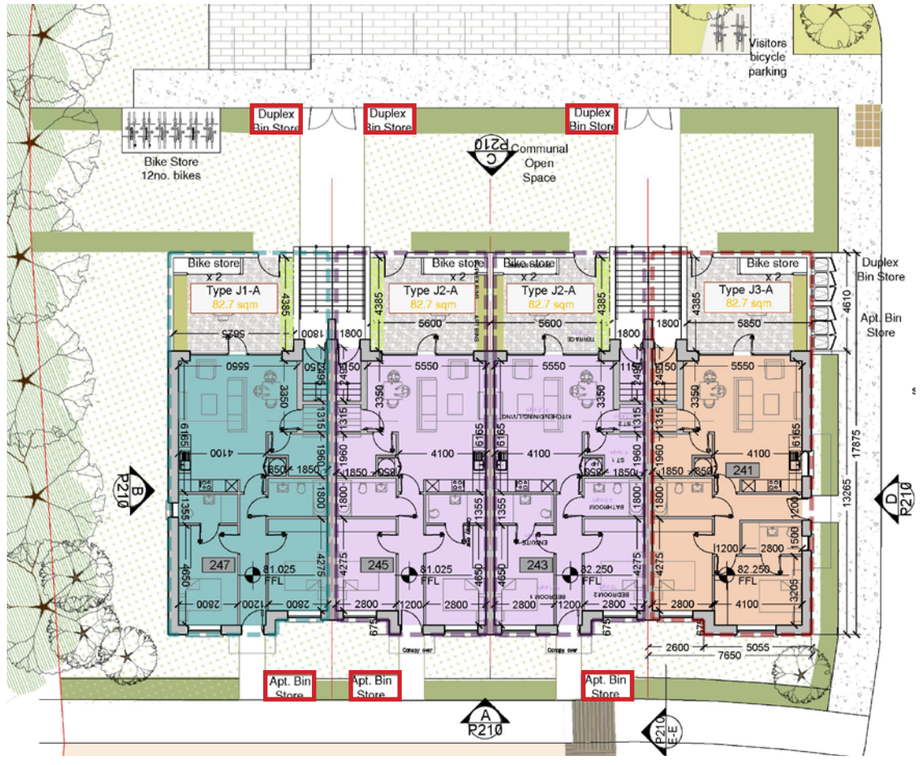


4 SIDE ELEVATION
SCALE 1:40

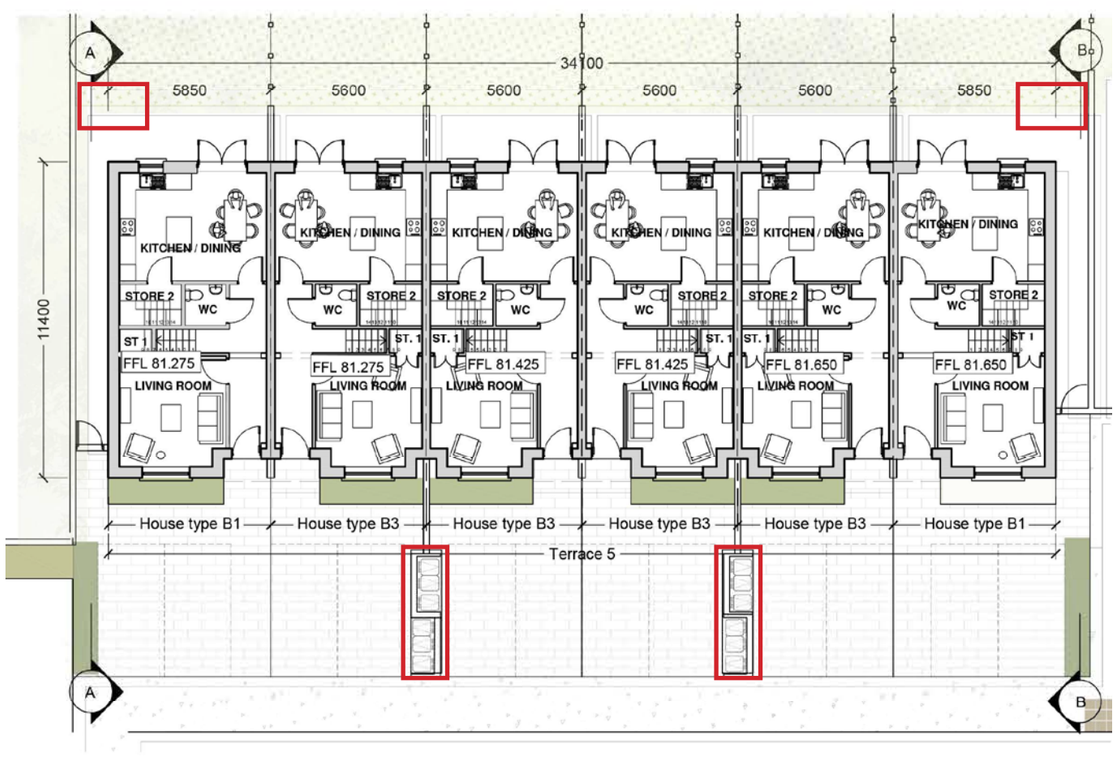


5 SECTION
SCALE 1:40

TYPICAL MID-TERRACE HOUSE SINGLE BIN STORE



BLOCK B - BIN STORE LOCATIONS



TERRACE T5 - BIN LOCATIONS

4.0. Apartment Buildings

4.5 Childcare facility

The childcare facility is located at the ground floor & first floor of Block D. It has a separate entrance from the apartment residences on the east elevation. The size of the childcare facility is determined by the standard promoted in the Kildare County Development Plan at a rate of 20 spaces for every 75 units. In addition 'Sustainable Urban Housing: Design Standards for New Apartments' states 'One-bedroom units should not generally be considered to contribute to a requirement for any childcare provision'. The requirement is therefore calculated as No.67 child spaces. Créche has been designed following the recommendations of the documents "Childcare Facilities - Guidelines for Planning Authorities" and "We like this place...- Guidelines for Best Practice in the Design of Childcare Facilities".

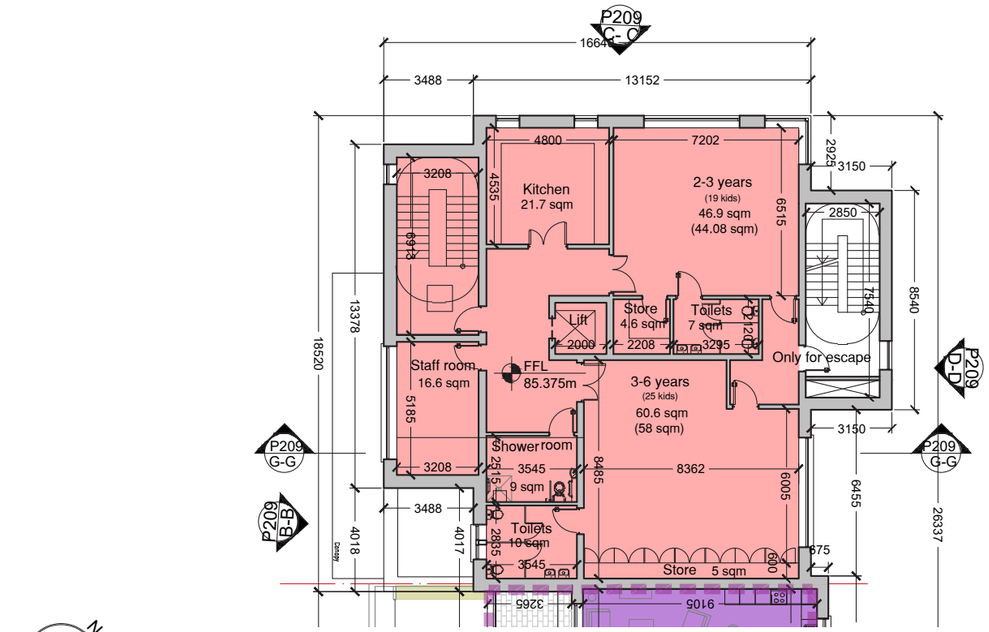
The childcare facility is a 526.2 sqm (escape stairs not included in area) with a 4 classroom layout designed to cater for up to No. 67 child spaces together with all ancillary spaces needed for the correct operation of the facility. Classrooms are as follows:

- **Babies (0-1 years)**: Classroom is 33.9sqm with 32.1 sqm of clear activity floor (kitchenette not included) designed to cater for No. 8 babies (required 29.6 sqm, 3.7sqm/child of clear activity floor) with 3 associated staff. A napping area, sleeping area as well as a kitchenette and store are also provided within the classroom.
- **Toddlers (1-2 years)**: Classroom is 43.2 sqm activity floor designed to cater for No. 15 toddlers (required 42 sqm, 2.8 sqm/child of clear activity floor) with 3 associated staff. Toilets, sleeping area and store are also provided within the classroom.
- **Pre-school (2-3 years)**: Classroom is 46.9 sqm of clear activity floor designed to cater for No. 19 kids (required 44.08 sqm, 2.32 sqm/child of clear activity floor) with 4 associated staff. Toilets and store are also provided within the classroom.
- **Pre-school (3-6 years)**: Classroom is 60.6 sqm of clear activity floor designed to cater for No. 25 kids (required 60.6 sqm, 2.32sqm/child of clear activity floor) with 4 associated staff. Toilets and store are also provided within the classroom.

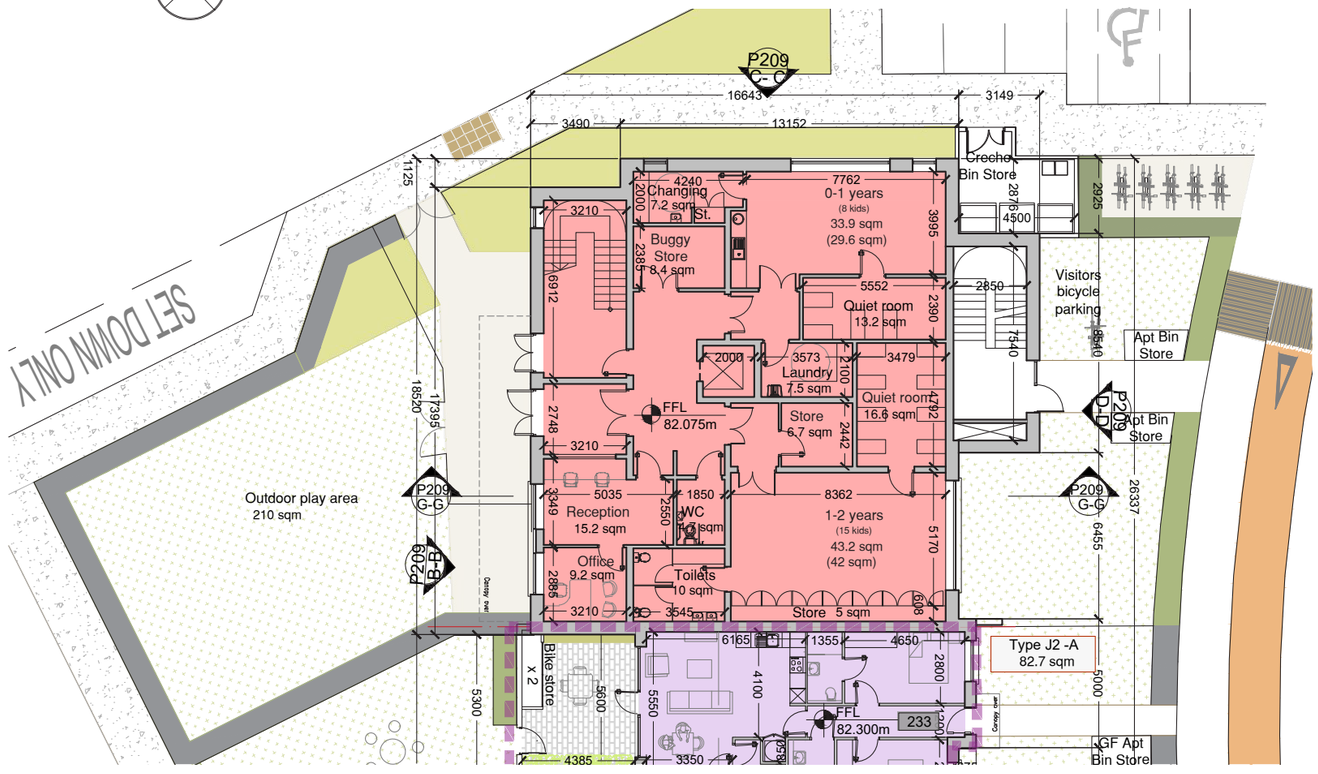
An external play area of circa 210 sqm is provided, with a sheltered south facing aspect and passively overlooking office and reception areas for extra supervision. No. 4 additional staff members are included as administration staff. Ancillary spaces are also included, as a staff room, office, reception area, accessible toilet, shower room, general kitchen, laundry room & several store rooms.

A separate refuse store from the apartments refuse store is designed to cater for the childcare facility.

There are No. 10 car parking spaces assigned to the childcare facility. No. 6 spaces for the staff and No. 4 parking spaces are designed as a 'kiss and ride/drop-off' facility for parents. There is a 'set down only' area also provided in close proximity to the childcare facility entrance. No.10 short term bicycle spaces are assigned adjacent to the childcare facility entrance.



CRECHE - FIRST FLOOR PLAN



CRECHE FLOOR PLAN

5.0. BRE Compliance: Shadow analysis and daylight & sunlight provision

5.0. BRE Compliance

5.1 Shadows Analysis

The Shadow analysis undertaken by Digital Dimensions shows shadows cast from the proposed scheme at the summer and winter solstice and the spring and autumn equinoxes. The latter are considered to be the most relevant as they represent the average rather than the former which both represent extremes when the sun is at its higher and lowest in the sky.

Overall the impact of overshadowing would be classed as a negligible adverse impact. The shadow study demonstrates that there is no shadow impact from the proposed development on the existing adjacent residential properties (Boycetown Court, St Patrick's Church and the approved SHD development to the south). There is some shadow impact on Boycetown Court and St. Patrick's Church in December during the course of the day (to different degrees) but this would not be unusual given the low height of the sun within the sky at this time of the year. Again we stress that the equinox is normally used as the most accurate measurement of shadow impact and we note that there is no material impact on either Boycetown Court or St. Patrick's Church

It should also be noted that there are existing trees along the boundaries of Boycetown Court and St. Patrick's Church and they are already subject to shadow impact from these trees, particularly in December.

For a space to appear adequately sunlit throughout the year, at least 50% of the garden or amenity area should receive at least 2 hours of sunlight on the 21st of March. All of the private existing and proposed amenity areas within the development site will have at least 2 hours of sunlight through the day as is clear from the shadow diagrams, and the existing gardens will continue to be quality spaces in terms of sunlight received exceeding BRE recommendations. The proposed development would have a negligible adverse impact to these existing gardens.

March



Proposed

Figure 7: Shadow diagrams 21 March 09:00 UTC



Proposed

Figure 9: Shadow diagrams 21 March 13:00 UTC



Proposed

Figure 11: Shadow diagrams 21 March 17:00 UTC

June



Proposed

Figure 12: Shadow diagrams 21 June 09:00 UTC+1



Proposed

Figure 14: Shadow diagrams 21 June 13:00 UTC+1



Proposed

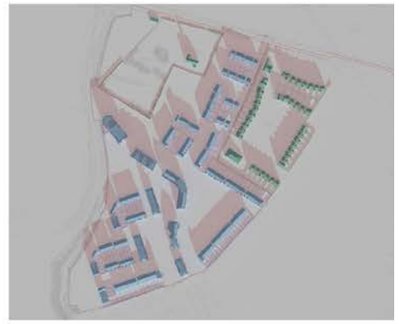
Figure 16: Shadow diagrams 21 June 17:00 UTC+1

December



Proposed

Figure 23: Shadow diagrams 21 December 09:00 UTC



Proposed

Figure 24: Shadow diagrams 21 December 11:00 UTC



Proposed

Figure 26: Shadow diagrams 21 December 15:00 UTC

EXTRACT OF THE SHADOWS STUDY SUBMITTED WITH THIS APPLICATION BY OBJECTS PREVIEW

5.0. BRE Compliance

5.2 Daylight and Sunlight Analysis

The proposed development meets the recommendations of the BRE guidance document (2022) Site Layout planning for daylight and sunlight. **Refer to the 'Daylight and Sunlight Assessments of a Residential Development at Boycetown, Kilcock, Co.Kildare' submitted by Digital Dimensions** with this SHD application for further details.

A concerted effort has been made when designing the single residential units and the apartment layouts to provide optimal access to the daylight and sunlight for the units.

All houses and duplexes and, as stated above, the majority of the apartments are dual aspect, including the most of the 1bed room units. This will allow the units to have access to the sunlight for a greater period. Also, when referring to the apartments, care has been taken to ensure the living areas are orientated to west, southwest and south where possible, while the sleeping areas are normally located to north-east and south-east. This would mean that the bedrooms will benefit from the morning light, while the living areas will benefit from the afternoon and evening sunlight hours.

VIEW OF PROPOSED DEVELOPMENT
(3D image by Digital dimensions)



VIEW OF PUBLIC OPEN SPACE 2
(3D image by Digital dimensions)



6.0. Universal Design Statement

6.0. Universal Design Statement

The proposed Strategic Housing Development satisfies the requirements outlined within T**echnical Guidance Document M** of Buildings Regulations and within **"Universal Design Guidelines for Homes in Ireland".** This is to provide access and use of the development regardless of age, size, ability, or disability.

The following non-exhaustive list demonstrates how the subject site design satisfies the requirements mentioned above.

EXTERNAL AREAS

- A minimum of 5% of the total amount of car parking spaces will be provided as accessible car parking bays in line with Chapter 17.9 of KCC Development Plan 2017-2023 requirements. These bays are designed to meet the guidance in Section 1.1.5 of TGD M 2010;
- All internal footpaths are minimum width of 1.8m, which is the space required to allow two buggies or wheelchair users to pass each other or travel side by side;
- Pedestrian/cycle crossings are provided, with tactile paving with a visually contrasting colour, and dropped kerbs to facilitate pedestrian movements crossing the carriageway at these locations;
- Connectivity and linkages have been encouraged to and from the scheme, and some open spaces provide direct connections to the future park within the motorway reservation area to the south and to Church Road to the north;
- Alternatives to the private car has been provided through the inclusion of infrastructure as 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.
- A mix of house types, sizes and tenures provided that allow all sections of society to remain part of the community and use its facilities throughout the life cycles.
- All landscaped areas provided are accessible and meet the guidelines set in section 1.1 TGD M 2010;
- Appropriated access routes are provided from car parking facilities to the main entrances of each apartment block and to the childcare facility, designed in accordance with Section 1.1.3 of TGD M 2010, with minimum 1,800mm by 1,8mm mm level landings provided at all accessible entrances.

BUILDINGS

- There is a 1,800mm by 1,800mm level landing at the main entrance doors of all apartment blocks and at the childcare facility entrance, and the minimum clear width is 1000 mm as set in TGD M 2010.
- There is a 1,200mm by 1,200mm level landing at the entrance doors of all units, houses and apartments, and the minimum clear width is 800mm as set in TGD M 2010. All entrances are illuminated and have level access over the threshold as well as a covered main entrance.
- Accessible horizontal and vertical circulation have been provided to common areas of the apartment blocks and to the childcare facility, with wide corridors and appropriate turning areas of min 1800mm diameter. A minimum of one fully accessible lift and stairs provide access to all apartments over the ground floor.
- All communal facilities within or surrounding apartment Blocks A & B are provisioned as accessible to meet the needs of all users in accordance with the guidance in TGD M 2010.
-The width of internal doorways and corridors conform to TGD M 2010. Corridors in common areas have a minimum of 1,200mm clear width while corridos within the units have a minimum of 900mm clear width. All doors within the units are also in compliance with TGD M 2010.
-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 the entrance level.
-All houses and apartments have entry-level WC facilities suitable for visitors in compliance with Part M.
- Adequate aids to communication will be provided within the common areas of apartment blocks and in the childcare facility to ensure people can independently access and use the buildings and their facilities in accordance with Section 1.6 of TGD M 2010. (e.g. signage, visual contrast, lighting, audible aids, etc.)

7.0. Unit Breakdown

7.0. Unit Breakdown

	Unit Type	Unit Location	No. of Units	Unit Size Description	Unit Type	Floor Area Ground Floor m^2	First Floor m^2	Second Floor m^2	Total m^2	Total Area m^2	No. of Bedspaces per unit	Overall No. of Bedspaces	% of Unit Type
Houses	**Type A1**		4	4 Bed	Detached	70	70	N/A	140	560.0	7	28	1.47%
	Type A2		2	4 Bed	Detached dual aspect	74	70	N/A	144	288.0	7	14	0.74%
	Type A3		22	4 Bed	Semidetached and/or end of terrace	66.6	66.6	N/A	133.2	2,930.4	6	132	8.09%
	Type A4		2	4 Bed	Semidetached and/or end of terrace dual aspect	71.2	66.6	N/A	137.8	275.6	6	12	0.74%
	Type A5		10	4 Bed	Mid Terrace	66.6	66.6	N/A	133.2	1,332.0	6	60	3.68%
	Type B1		31	3 Bed	End of Terrace	54.8	54.8	N/A	109.6	3,397.6	5	155	11.40%
	Type B2		2	3 Bed	End of Terrace dual aspect	57	57	N/A	114	228.0	5	10	0.74%
	Type B3		54	3 Bed	Mid Terrace	54.5	54.5	N/A	109	5,886.0	5	270	19.85%
	Type C1		1	3 Bed	Detached	59.6	59.6	N/A	119.2	119.2	5	5	0.37%
	Type C2		2	3 Bed	Semidetached	59.6	59.6	N/A	119.2	238.4	5	10	0.74%
	Type D1		11	2 Bed	Mid Terrace	46	44	N/A	90	990.0	4	44	4.04%
	Type E1		7	4 Bed	End of terrace dual aspect	54	53.3	45.9	153.2	1,072.4	8	56	2.57%
	Type E2		1	4 Bed	End of terrace dual aspect	58.2	57.5	51	166.7	166.7	8	8	0.37%
Apartments	**Type F1**	Block A	1	1 Bed	Single aspect Apartment	49.5	N/A	N/A	49.5	49.5	2	2	0.37%
	Type F2	Block A	1	1 Bed	Single aspect Apartment	52.4	N/A	N/A	52.4	52.4	2	2	0.37%
	Type F3	Block A	4	1 Bed	Single aspect Apartment	52.6	N/A	N/A	52.6	210.4	2	8	1.47%
	Type F4	Block A	4	1 Bed	Dual Aspect Apartment	52.5	N/A	N/A	52.5	210.0	2	8	1.47%
	Type F5	Block A	4	1 Bed	Dual Aspect Apartment	51.1	N/A	N/A	51.1	204.4	2	8	1.47%
	Type F6	Block B	3	1 Bed	Dual Aspect Apartment	60.6	N/A	N/A	60.6	181.8	2	6	1.10%
	Type G1	Block A	3	2 Bed	Single aspect Apartment	79.2	N/A	N/A	79.2	237.6	4	12	1.10%
	Type G2	Block A	3	2 Bed	Single aspect Apartment	81.9	N/A	N/A	81.9	245.7	4	12	1.10%
	Type G3	Block A	4	2 Bed	Single aspect Apartment	81.3	N/A	N/A	81.3	325.2	4	16	1.47%
	Type G4	Block A	4	2 Bed	Dual Aspect Apartment - Corner Apt	84.2	N/A	N/A	84.2	336.8	4	16	1.47%
	Type G5-A	Block B	13	2 Bed	Dual Aspect Apartment	81	N/A	N/A	81	1,053.0	4	52	4.78%
	Type G5-B	Block B	7	2 Bed	Dual Aspect Apartment- Corner Apt	80.5	N/A	N/A	80.5	563.5	4	28	2.57%
	Type G6	Block C	1	2 Bed	Dual Aspect Apartment	85.9	N/A	N/A	85.9	85.9	4	4	0.37%
	Type G7	Block D	1	2 Bed	Dual Aspect Apartment	74.9	N/A	N/A	74.9	74.9	3	3	0.37%
	Type G8	Block D	1	2 Bed	Dual Aspect Apartment	79.3	N/A	N/A	79.3	79.3	3	3	0.37%
	Type H1	Apartment Block A	4	3 bed	Dual Aspect Apartment	111.2	N/A	N/A	111.2	444.8	5	20	1.47%
	Type H2	Block C	7	3 bed	Dual Aspect Apartment	106.1	N/A	N/A	106.1	742.7	5	35	2.57%

7.0. Unit Breakdown

Duplexes	**Type J1-A**	Block E	1	2 Bed	Ground Floor Dual aspect apartment - end of block unit	82.7	N/A	N/A	82.7	82.7	4	4	0.37%
	Type J1-B	Block E	1	3 Bed	Dual aspect duplex -two storey unit* - end of block unit	2.8	66.1	58.9	127.8	127.8	5	5	0.37%
	Type J2-A	Block D,E	4	2 Bed	Ground Floor Dual aspect apartment	82.7	N/A	N/A	82.7	330.8	4	16	1.47%
	Type J2-B	Block D,E	4	3 Bed	Dual aspect duplex -two storey unit*	2.8	66.1	58.9	127.8	511.2	5	20	1.47%
	Type J3-A	Block D,E,F,G	6	2 Bed	Ground Floor Dual aspect apartment - end of block unit	82.7	N/A	N/A	82.7	496.2	4	24	2.21%
	Type J3-B	Block D,E,F,G	6	3 Bed	Dual aspect duplex -two storey unit* - end of block unit	2.8	66.1	58.9	127.8	766.8	5	30	2.21%
	Type J4-A	Block F,G	8	2 Bed	Ground Floor Dual aspect apartment	82.3	N/A	N/A	82.3	658.4	4	32	2.94%
	Type J4-B	Block F,G	8	3 Bed	Dual aspect duplex -two storey unit*	2.8	66.1	58.9	127.8	1,022.4	5	40	2.94%
	Type K1-A	Block D	1	2 Bed	Ground Floor Dual aspect apartment	68.1	N/A	N/A	68.1	68.1	3	3	0.37%
	Type K1-B	Block D	1	2 Bed	Dual aspect duplex -two storey unit*	2.5	48.6	42.9	94	94.0	3	3	0.37%
	Type L1-A	Block C	6	1 bed	Ground Floor Dual aspect apartment	57.4	N/A	N/A	57.4	344.4	2	12	2.21%
	Type L1-B	Block C	6	3 bed	Dual aspect duplex -two storey unit*	4.3	63.2	61.4	128.9	773.4	5	30	2.21%
	Type M1-A	Block C	2	2 Bed	Ground Floor Dual aspect apartment - end of block unit	67.4	N/A	N/A	67.4	134.8	3	6	0.74%
	Type M1-B	Block C	2	4 Bed	Dual aspect duplex -two storey unit* - end of block unit	5.7	74.7	74.7	155.1	310.2	7	14	0.74%
	Type N1-A	Terrace T10	1	2 Bed	End Terrace Ground Floor - Dual aspect apartment	73.4	N/A	N/A	73.4	73.4	3	3	0.37%
	Type N1-B	Terrace T10	1	4 Bed	End Terrace - Dual aspect duplex -two storey unit*	7	69.8	69.8	146.6	146.6	6	6	0.37%
Total dwellings GFA			**272**							**28,523.4**		**1287**	

* Area of unit includes access staircase to upper floor duplex.

8.0. Conclusion

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This design statement shows that the proposed development complies with all national planning guidelines and Kildare County Development Plan 2017-2023.

The proposed scheme responds to the existing surroundings and adjacent approved SHD development with initiatives to improve the existing pedestrian, cycle and vehicular links through the town. These routes alongside carefully designed boundary treatments and public open areas will enhance the overall greening of Kilcock. The proposed devlopment meets all density requirements set out in section 5.11 of the SRDUA 'Sustainable Residential Development in Urban Areas', while still creating a high quality environment for living. The proposal is designed to harmonise with the local context through a number of means; The layout and siting of the unit types allow for interconnectivity to the wider environs while still respecting conditions of existing protected structures and the adjacent housing schemes. The materiality and form of the buildings were moulded by the inherited site conditions and are selected to be high quality / durable / low maintenance for a more environmentally friendly development. While the scheme offers a variety of building heights, roof types and dwelling types, the materiality provides an overall dialogue that unifies the scheme to hold a sense of identity and place.

Although the proposal is for a focused site, the scheme's design has been influenced by a much wider context. This design approach creates a scheme that will sit harmoniously in its environs with the capacity to offer a high standard of living for not only its inhabitants, but for enhancing the lives of neighbouring communities and also the town of Kilcock.



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